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The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So in looking for, say 9846, we know it is on the page indexed 6, and in the column headed 4, and is quickest found by looking down the blue line for the third figure or 8. The instances in which these three figures appear in this combination will be so few that the required number can always be instantly found if properly entered.

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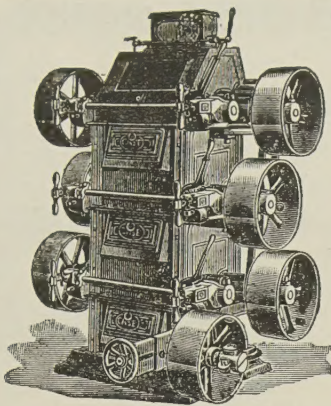
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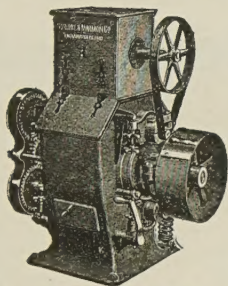
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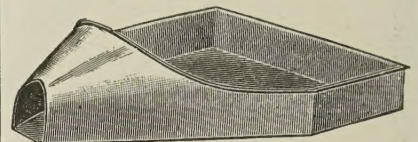
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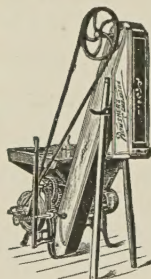
This table is printed in two colors on white bristol board, from heavy faced type. The red figures denote the rate per hundred and the black figures the freight per bushel, at the rates specified. The tables are used for wheat at 60 pounds, corn 56 pounds, barley 48 pounds and oats 32 pounds, at any cent or half-cent rate, 3 to 50 1/2 cents.

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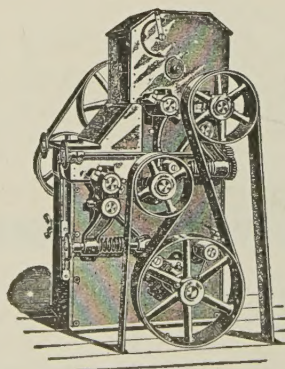
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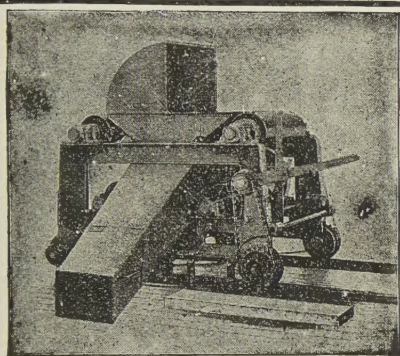
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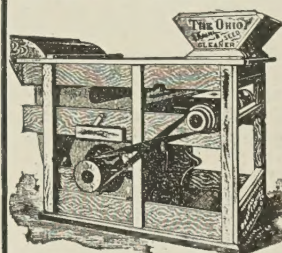
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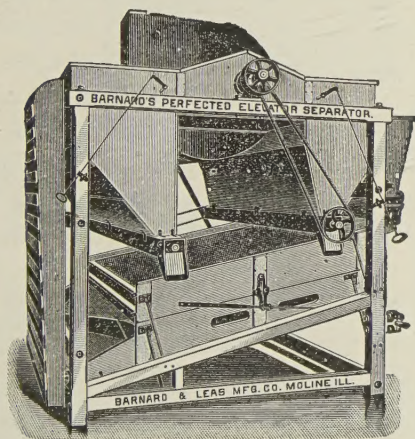
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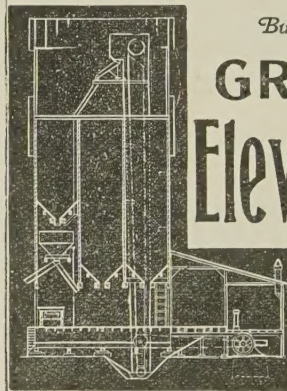
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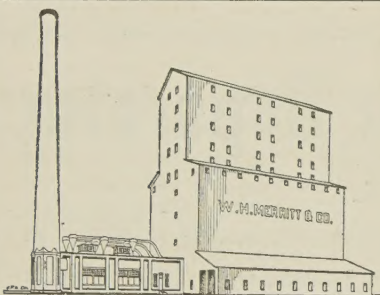
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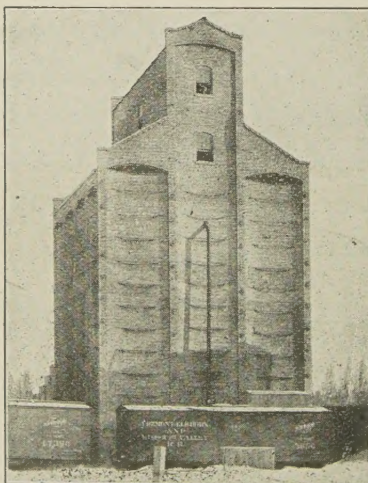
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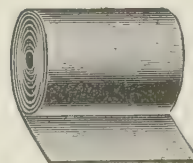
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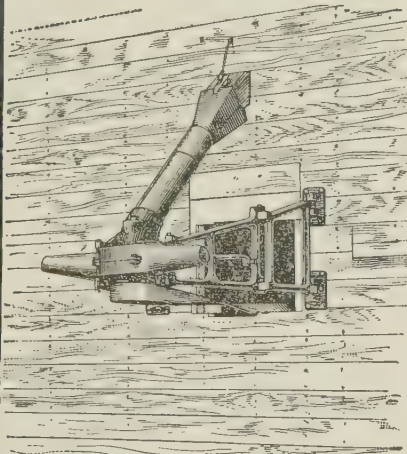
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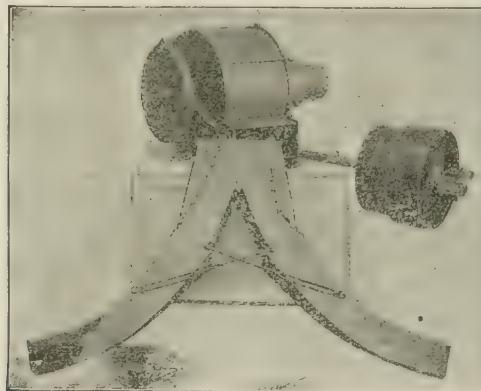
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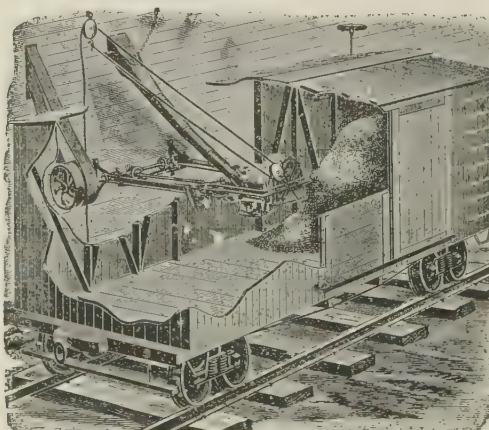
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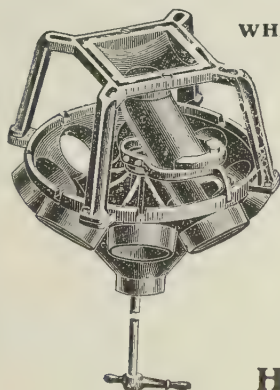
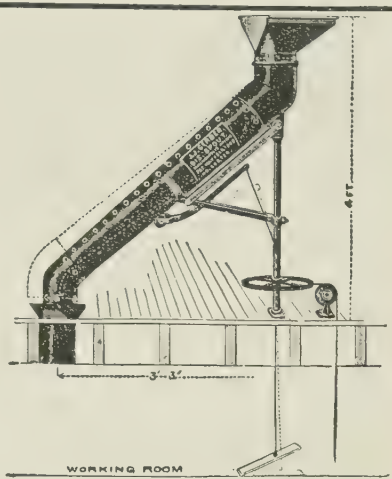
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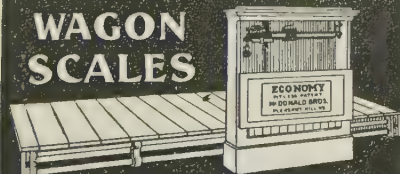
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ELEVATING AND CONVEYING MACHINERY

GRAIN-ELEVATOR AND MILL SUPPLIES.

ENGINEERS, FOUNDERS AND MACHINISTS.

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MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.
Insures Mills, Elevators, Warehouses and
Contents. Oldest Flour Mill Mutual
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nearly \$1,000,000.

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Reliable Insurance...

on Modern elevators and Contents can be
secured at about one-half the rates
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MILLERS NATIONAL INS. CO.

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CHARTERED, 1865 ASSETS, \$2,721,893

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INDIANA MILLERS MUTUAL FIRE INSURANCE COMPANY

OF INDIANAPOLIS, IND.

JAN. 1, 1902.

Gross Premium Notes.....	\$897,501.33
Surplus to Policy Holders.....	697,351.55
Dividends Paid Policy Holders.....	238,566.84
Cash Assets.....	119,924.77

MILLS AND ELEVATORS ONLY PURELY MUTUAL

A liberal policy issued.

Losses paid when adjusted and NO DIS-
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Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets.....	\$958,473.31
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Net Cash Surplus,	214,743.50

50% DIVIDENDS 1899
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Insures Flour Mills, Grain and Elevators.

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Special attention to Open Floater Policies
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Insurance follows grain up and down as the
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ALWAYS have insurance where you have grain.
Simple, Sure, Economical. Investigate,
and you will find it absolute protection and cheap.
Business handled anywhere. Write us.
H. H. LANTZ & CO., DES MOINES, IOWA
25 years' experience. Best of references.

To All Grain Dealers.

The recent radical advance in fire insurance rates has convinced the undersigned that there is now a requirement and demand for a Mutual Fire Insurance Company to write country elevator risks, conducted upon economical business principles, by experienced underwriting ability, and for the sole benefit of policyholders. With risks selected and regularly inspected, and the property owner a beneficiary in its success, it is evident from all experience that the average quality will be higher, and the expense ratio lower than in the companies now writing the business. If this position is right, and it has proven right in several lines of business, notably the flour mill interests, then the formation of a Grain Dealers Mutual is now imperative, and we believe will result in a less cost for insurance. With the close margins and economical methods required in the grain business, and the values each owner has at stake, none can afford the rates now charged, and carry a sufficient protection.

Therefore, we have taken the preliminary steps to organize the Grain Dealers National Mutual Fire Insurance Company of Indianapolis, Ind. We give the movement our full indorsement, and agree to give it the necessary attention until it has been chartered, and ready for control by its members.

The quicker the necessary volume of business is secured for organization, and then the greater the number of risks and territory covered, the more economical and substantial will be the company. So it is now for the elevator men to say by their patronage if there shall be such a company.

The signers up to date are:

Theo. P. Baxter of Taylorville, Ill.

H. N. Knight of Monticello, Ill.

A. E. Reynolds of Crawfordsville, Ind.

J. W. McCord of Columbus, Ohio.

H. S. Grimes of Portsmouth.

Charles S. Clark of Chicago.

W. H. Council of Williamsville, Ill.

J. N. Hairgrove of Virden, Ill.,

H. M. Allen of Troy, Ohio.

Studebaker, Sale & Co. of Bluffton, Ind.

Morrison & Thompson of Kokomo, Ind.

E. H. Wolcott of Wolcott, Ind.

W. T. McCray of Kentland, Ind.

John B. Ross & Co. of Lafayette, Ind.

The Carroll Elevator Co. of Decatur, Ind.

Goodrich Bros. Hay & Grain Co. of Winchester, Ind.

E. A. Grubbs Grain Co. of Greenville, Ohio.

E. R. Ulrich & Sons, Springfield, Ill.

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Its first cost and cost of operation is 50% less than any other drier. Perfect work guaranteed. Write for particulars.

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is dried and made merchant-
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Hess Pneumatic Grain Drier

cheaper and faster than in any
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It dries other grains
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is designed especially for use of grain buyers in keeping detailed record of grain bought from farmers. It is made of good paper and bound in heavy manilla cover stock. Size 10½ x 14 inches. Its 100 ruled pages are numbered and at top of each are the following column headings: "Date, Name, Driver, Kind of Grain, Gross, Tare, Bushels, Total Amount Bushels, Price, Amount, Remark."

PRICE, \$1.00.

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Dealers engaged in handling hay as well as grain will profit by subscribing for journals devoted exclusively to the interests of each trade.

The Hay Trade Journal is published weekly at Canajoharie, N. Y., by Willis Bullock, for \$2 per year. The Grain Dealers Journal is published on the 10th and 25th of each month for \$1 per year. Regular dealers can get both Journals one year by sending draft or express order for \$2 to

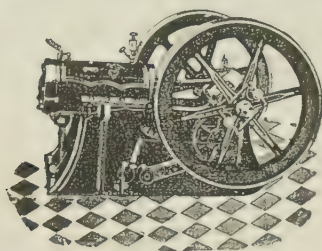
GRAIN DEALERS JOURNAL

255 La Salle Street

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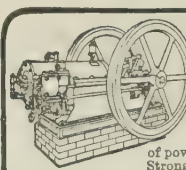
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Power for Every Class of Work.



The Waterloo Gasoline Engine Co. Waterloo, Ia.

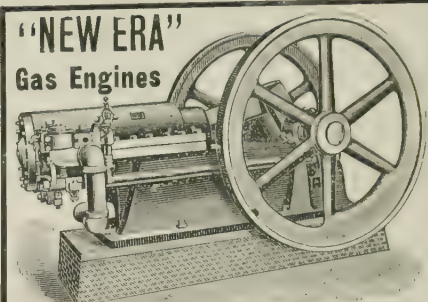
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Gas or Gasoline.
A perfectly reliable engine.
So constructed as to be easily
cleaned, quickly cooled. No water
leakage. Insulation stands heat,
dampness and frost. Consumes
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of power. Made to last. Agents wanted.
Strong guarantee. Write for particulars.
Portable also. R. Lambert Gas & Gasoline Engine Co., Anderson, Ind.

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"Please discontinue my advertisement
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Gas Engines
For Gas or Gasoline. Sizes 5 to 80 H. P.
NEW ERA IRON WORKS,
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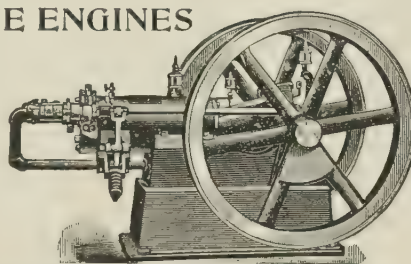
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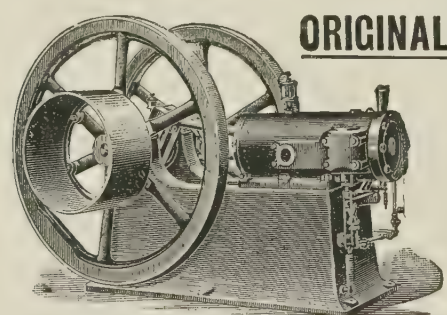
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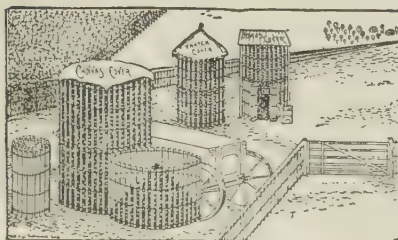
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The demand for CORN CRIBS will be
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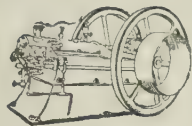
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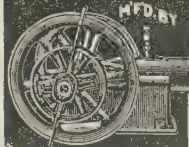


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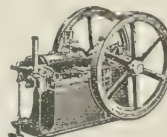
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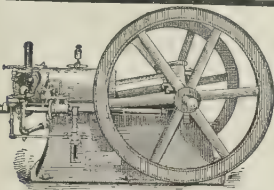
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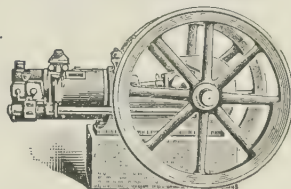


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Especially adapted for elevator use.

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We are thinking of buying a marine motor and would like to investigate your make of same. Yours truly, (Signed) W. B. SULLINS, Ass't Cashier, Mechanics Nat'l Bank.

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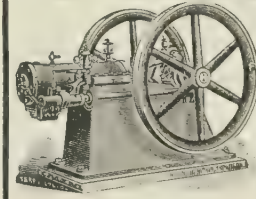
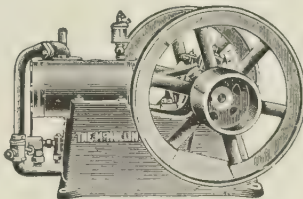
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A manual that tells what a Gas or Gasoline Engine is; How to Purchase a Gas or Gasoline Engine; How to Install the Engine; How to Operate it; How to Care for it; What to do when it gets Stubborn, and How to do it. In short, just how to handle it successfully and all about it.

This book contains all the practical points needed by a purchaser, owner or operator of a Gas or Gasoline Engine. The book contains 130 pages, and every paragraph is numbered.

The index is complete, occupying thirteen pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

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It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.

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This machine is absolutely unequalled as a cleaner—moderate in cost and of medium capacity—for handling all kinds of seeds—Clover, Timothy, Red Top, Blue Grass, Millet, Flax, etc., and is equally as good for all kinds of grain.

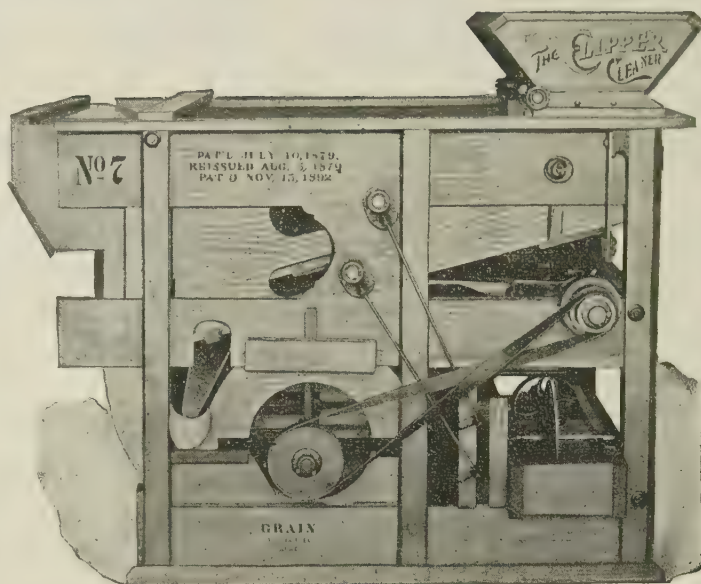
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This machine is guaranteed to be first-class in every particular, to require a small amount of power, and to give entire satisfaction in the work for which it is recommended.

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ACCOUNT OF HEALTH will sell or trade my elevator, coal and feed business, situated in a never failing crop portion of Iowa. Address E., box 6, care Grain Dealers Journal, Chicago.

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MICHIGAN elevator for sale; 5,000 bu. capacity, in central Michigan; in one of the best grain, bean and hay sections of the state. Thoroughly equipped with grain and bean handling machinery; hay, coal sheds, etc. Enjoys nice retail trade in coal and wood, cement, lime and feed. Good reasons for selling. For price address N. B. H., box 5, care Grain Dealers Journal, Chicago.

GRAIN FOR SALE.

WHITE WHEAT AND UTAH ALFALFA SEED. When needing white wheat or choice Utah alfalfa seed, write Sam Williamson, Salt Lake City, Utah. Address telegrams "Williamson," Salt Lake City, Utah.

We are in the market to buy several Grain Stations throughout Central Illinois. Write us, giving price description of plant, and territory.

Burks Grain & Elevator Co.,
Receivers and Shippers,
Decatur, Ill. Detroit, Mich

ELEVATORS WANTED.

WANT TO BUY an elevator at good grain point in eastern Neb. or southeastern Iowa. J. W. Bailey, Brock, Neb.

WANTED to buy or lease 2 or 3 elevators, western Ohio or eastern Ind. preferred. O. S. Marshall & Son, Sidney, O.

WANTED—TO BUY—An elevator in Iowa, Minnesota or the Dakotas. Address M., box 5, care Grain Dealers Journal, Chicago.

WANTED to buy: an elevator doing a business of one hundred thousand bushels, or better, annually. C. W. Heironimus, New Madison, Ohio.

TO EXCHANGE: a farm of 122 acres in Laporte Co., Ind., for an elevator in Ill. or western Ind. A bargain for someone who wants to quit the elevator business. For particulars address F. S. Davis, East Lynn, Ill.

IF you want to sell your elevator, advertise it in the "Elevators for Sale" column of the Grain Dealers Journal. This will place your property before all probable buyers and insure your getting a good price for it.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

ELEVATOR wanted: to buy or rent, in Iowa, Nebraska or Minnesota; from 10,000 to 20,000 capacity. Give particulars, why selling, amount handled, competition, etc. Address S. T. Y., box 6, care Grain Dealers Journal, Chicago.

WANT to buy a good elevator in good territory; eastern Ind. or western Ohio preferred. (Prefer corn and oats territory.) Must be in good town and handle not less than 100,000 to 250,000 bushels per year. Address E. B., box 1, care Grain Dealers Journal, Chicago.

WANT to buy elevator and coal business in small town in Iowa; about 10,000 bu. capacity; in good territory; oats and corn preferred; also would take lumber in connection. Terms cash, possession at once. Address N. I., box 5, care Grain Dealers Journal, Chicago.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.
COSTS 15 CENTS PER LINE.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

NEW ERA 16-h. p. Gasoline Engine for sale; also elevator belt and cups. G. H. Warren, Middletown, Ill.

SECONDHAND GAS and gasoline engines bought, sold or exchanged. J. M. Johnston, 217 Lake st., Chicago.

BOILER of 40-h.p., tubular, length 13½ ft., diameter 51 in., for sale; \$150 f. o. b. Kirkland, Ind. Address Bassett Grain Co., Indianapolis, Ind.

CHEAP: An almost new Otto 5-h. p. engine. Guarantee it to be as good as new in every respect. We bought 15-h. p. Write Revere Elevator Co., Revere, Minn.

ONE 8-horse Atlas Engine, 16-horse boiler. One 10-horse Atlas Engine, 20-horse boiler, for sale. Both in good shape. Morrison Gr. Co., 602 Board of Trade, Kansas City, Mo.

CENTER CRANK ENGINE for sale; 14x16; manufactured by the Erie City Iron Works; rated at 70 h.p.; used about 4 years; in first-class condition. Inquire Iron Elevator & Transfer Co., Buffalo, N. Y.

CENTER CRANK engine for sale, 12x16, manufactured by Erie City Iron Works, balanced valve, extended shaft and pillow-block box, in good order, will sell cheap. Inquire of H. Clark & Son, Arlington, O.

ONE 12x24 riding cut-off slide valve engine; two 12x24 plain slide valve engines; one 5¼x10 Deane 2-cylinder belt pump; one vertical 15-h. p. gasoline engine, for sale. W. S. McKinney & Co., 210 Dearborn-st., Chicago.

STEAM AND GASOLINE engines for sale; 26, 12 and two 3-h.p. Charter; 17-h.p. New Era; 4-h.p. Racine, and 5-h.p. Fairbanks Gasoline Engines. Steam engines of 15, 35 and 40 h.p., and boilers of 20, 40 and 50 h.p. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE—Second-hand gasoline engines, 1 to 50 h.p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

SECONDHAND GASOLINE engines: One 28-h.p. Fairbanks, \$600; one 18-h.p. Lewis, \$400; one 18-h.p. Olds, \$350; one 10-h.p. Webster, \$250; one 3-h.p. Olin, \$100; one 2½-h.p. Weber, \$100; one 1½-h.p. Webster, \$85. For sale by Allen P. Ely & Co., 1110 Doug.-st., Omaha, Neb.

SECOND-HAND gasoline engines cheap; 30-h.p. Webster, \$600; 12-h.p. Fairbanks-Morse, \$350; 15-h.p. Chicago, \$375; 7½-h.p. Fairbanks-Morse, \$275; 4-h.p. Fairbanks-Morse, \$190; 6½-h.p. Webster, \$250; new 16-h.p. Dayton, \$550; f. o. b. cars Chicago. A. H. McDonald, 36 W. Randolph-st., Chicago.

ONE 12-h.p. Ideal Balance Valve Horizontal Steam Engine, 7 in. bore, 10 in. stroke, weight 1,800 lbs., complete with lubricators. Price, \$140. One h.p. horizontal steam engine, center crank, 6 in. bore, 8 in. stroke, weight 700 lbs., complete with lubricators. Price, \$100. J. Thompson & Sons Mfg. Co., Beloit, Wis.

ENGINES FOR SALE.

ONE second-hand tubular boiler, 16 ft. by 52 in.; 20-ft. smokestack, 24 in. diam. Price, \$100, f. o. b. cars, Kempton. M. J. Lee & Son, Kempton, Ind.

MILLS FOR SALE.

THE BEST flouring mill that money can build, for sale or trade for land. W. A. Thompson, Attica, Ind.

FLOUR MILL of 80 bbls. capacity, doing a large feed trade; will be sold cheap to settle estate. The Dyer Roller Mills, Dyer, Ind.

IOWA MILL for sale with income-paying lot; 2 stands of rolls; steam plant; 2,000 bu. storage; best location on main street. T. G. White, Marion, Ia.

ROLLER, 40-bbl. mill with gasoline engine, feed burr and buckwheat run, for sale. In good running order. Address J. S. Fowles, Box 43, Bridgeport, Mich.

BEST 100-bbl. mill that money could build; 30,000 bu. storage; everything 1st-class shape; large corn crop to handle; best farming section of Missouri. Handled 90 cars of wheat this season. Will sell at big bargain if sold at once. Address Ed. S. Harte, Knob Noster, Mo.

75-BBL. Ohio mill with 10,000-bu. capacity elevator for sale. Practically new and running steady with a large crop of corn to handle this fall. Owner wishes to quit business. Will sell less than cost and very reasonable terms. Write me when you mean business. L. H. G., box 4, care Grain Dealers Journal, Chicago.

CORN MILL AND ELEVATOR, the only one in good Missouri town having large factories and good coal mines, with plenty of grain to grind or ship. On the Frisco line. Plenty of storage capacity; steam engine; a bargain; fine chance for live man; property clear. Must sell; act quick. Address Nollman, 72 Traders bldg., Chicago.

SCALES FOR SALE.

HOPPER scale for sale, nearly new; Fairbanks. N. Bentz, Nokomis, Ill.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

HOPPER SCALE for sale, 60-bushel Fairbanks. C. D. Holbrook & Co., Minneapolis, Minn.

WAGON SCALE for sale, 6-ton Fairbanks. A. F. Chase & Co., 215 3rd street S., Minneapolis, Minn.

HOPPER scale for sale: a 200-bu. Fairbanks; used three months. Address E. A. Thorp, Garber, Okla.

WAGON SCALE for sale: one Standard 5-ton; at Jeffers, Minn. Practically new, \$40. P. O. Box 451, Minneapolis, Minn.

FOUR FAIRBANKS Dormant Warehouse Scales, nearly new, capacity 3,500 pounds; also four large Fairbanks Trucks. Inquire of Bartlett, Kuhn & Co., Evansville, Ind.

BAGS New & Second Hand

All sizes to order. Write for prices. CINCINNATI BAG CO., CINCINNATI, O.

SITUATIONS WANTED.

DESIRE situation as solicitor or in office; barley man. K. S., box 6, care Grain Dealers Journal, Chicago.

POSITION wanted as buyer at country station; twelve years' experience in grain business; best of references. Address G. A., box 5, care Grain Dealers Journal, Chicago.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

POSITION wanted as buyer or elevator man in corn and oats belt. Single, 35 years of age; 10 years' experience; understand the business thoroughly. Good references. Address K., box 5, care Grain Dealers Journal, Chicago.

POSITION wanted in Chicago or its vicinity by a young man experienced in the grain, lumber and milling business. Can manage any of the above; good office experience. P. B., box 4, care Grain Dealers Journal, Chicago.

SITUATION wanted by man with 9 years' experience in the country grain business; last year local manager. Can keep a set of books as well as load a car. References. Address W. F., box 5, care Grain Dealers Journal, Chicago.

POSITION wanted, \$100 per month; entire management of country elevator; buying and selling; years of successful experience, holding good position. Best of reference. Address E. K., box 5, care Grain Dealers Journal, Chicago.

POSITION wanted with good grain firm as road man and grain buyer. Six years' experience in this work; first-class reference; personally acquainted with grain trade thru Indiana, Illinois and Ohio. Please address R. J. Sullivan, Sheldon, Ill.

SITUATION WANTED as grain buyer or inspector with some large elevator interest or buyer of wheat and other grain; 25 years' experience in handling grain and managing elevator; best of references. Address J. H. Dickerson, Jr., Burgin, Ky.

ENGINES WANTED

WANTED: 20 or 25-h. p. gasoline engine, in perfect order, cheap for cash. Prefer Dayton make. B. B., box 4, care Grain Dealers Journal, Chicago.

SCALES WANTED.

HOPPER SCALE wanted: 2d-hand, 120-bu. D. P. Moore, Wyatt, Ind.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

Remember the name....

GRAIN DEALERS JOURNAL

Advertise
...in it

Subscribe for it

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

MACHINES FOR SALE.

A 4 or 5-horse feed mill, in good condition, for sale cheap. E. E. Noe, Eldora, Ia.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

WILLFORD 3-roller mills for sale; one No. 1, one No. 2. C. D. Holbrook & Co., Minneapolis, Minn.

TWO SMITH LIFT DUMPS for sale. almost new. Price reasonable. Mattoon Elevator Co., Mattoon, Ill.

WESTERN Roller Cleaner and Fan, No. 3. Fair condition. Will sell cheap. Porterfield & Barton, Jamaica, Ill.

METCALF Bifurcated Car-Loaders for sale; bargain, secondhand. T. V., box 1, care Grain Dealers Journal, Chicago.

A CORN, oats and wheat cleaner of large capacity; a bargain; 10 days' trial. B. S. Constant Co., Bloomington, Ill.

CORN cleaner, Barnard & Leas, No. 2, double cylinder, good condition. Will sell cheap. I. R. Kennard, Moran, Ind.

CORNWALL Corn Cleaner No. 1, and Marseilles New Process Cylinder Sheller, No. 5, for sale. Wm. Senf, Latimer, Ia.

TWO No. 4 Eureka Clippers; good condition. Sell because I have not power enough to run. D. N. Dunlap, Fontanelle, Iowa.

ONE Western Rolling Screen Corn Cleaner, No. 2½, for sale cheap; in good condition; used but little. Address Kyle & Williamson, Monroe, O.

ONE No. 4 Eureka Dustless Bean Polisher, Separator and Grader for sale; good as new; price reasonable. F. P. Jobes, Honeoye Falls, N. Y.

SHELLERS, CLEANERS & CLIPPERS of different makes; second-hand, good condition; at low prices. Address A. S. Garman & Sons, Akron, O.

ONE No. 2 Marseilles Corn Sheller; one No. 1 Three River Corn Sheller; good as new; for sale or exchange for engine and boiler. Address Schiff & Weathers, Greenville, Tex.

SEND for our list of new and second-hand shellers, cleaners and meal and feed grinding machinery, mill and elevator supplies. The E. E. Hollister Co., 116 North Front-st., Quincy, Ill.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

OAT CLIPPER, 2,500 bu. capacity; wheat cleaner, and improved dustless corn sheller for sale. All new and in good repair. Berry-Horn Coal Co., Bank of Commerce bldg., St. Louis, Mo.

ABOUT 150-ft. Jeffrey Chain Conveyor, suitable for an ear corn drag or for conveying small grain either from dump or from storage bins. For further particulars and price write to Churchill & Co., Buffalo, N. Y.

MACHINES FOR SALE.

ONE No. 3 Miami Valley Corn Cleaner; 1 Smith Patent Ear Corn Feeder; 1 Eureka Wheat Cleaner, brand new; was never set up. for sale. Price is right. Raymond P. Lipe, 50 St. Clair bldg., Toledo, O.

LARGE BARLEY AND WHEAT REEL, about good as new; 60 reels, an exceptionally fine machine for taking out all kinds of seeds and small kernels. Cost \$400. Will take \$100 cash. S. D. H., box 4, care Grain Dealers Journal.

OAT CLIPPERS for sale at half price of new; two B. & L. 1,000-bu. clippers replaced by machines of larger capacity, same make. Used one season. In good condition. Address C. G. M., box 12, care Grain Dealers Journal, Chicago.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

WANTED: Feed barley, and new No. 2 and No. 3 rye. W. H. Small & Co., Evansville, Ind.

OATS. Want car or two choice oats for seed; name variety and price. O. S. Marshall & Son, Sidney, O.

EAR CORN wanted: 150 cars delivered about Nov. 1 at Holland, Tex., on M. K. & T. R. R. Who will submit prices? W. L. Crosthwait, M. D., Holland, Tex.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALER'S JOURNAL
OF CHICAGO.
COST 3 15 CENTS PER LINE.

HELP WANTED.

GOOD BOOKKEEPER wanted, who is also good stenographer and typewriter. Must be experienced and capable. Prefer a man familiar with grain and milling business. Address Indiana, box 6, care Grain Dealers Journal, Chicago.

PARTNERS WANTED.

PARTNER wanted, with \$25,000, to engage in the grain business. S., box 5, care Grain Dealers Journal, Chicago.

*If You Want
to Buy or Rent
Sell or Let*

A Grain Elevator

OR

A Grain Business

Place a liner ad in the "Elevators Wanted" or "Elevators For Sale" Column of the

GRAIN DEALERS JOURNAL

Published on the 10 and 25th of each month for \$1.00 per year at 255 La Salle St., Chicago, Ill.

IT REACHES THE GRAIN TRADE

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

STAINED OATS AND BARLEY

can be made bright and sweet by our patent process of purifying. Then, too, you can get a better price for your grain. The impurities such as smut, must and mold odors are entirely removed.

A purifier can increase your profits enough to pay for itself in a short time. . . . Write for particulars to

THE AMERICAN GRAIN PURIFIER CONSTRUCTING CO.
Davenport, Iowa, or Kentland, Ind.

THE ENGLISH SUPPLY CO., KANSAS CITY, MO.

Steam Engines and Boilers

Pulleys, Shafting and Hangers.

Rubber, Leather and Canvas Stitched **BELTING.**

If You Want to Reach

The Grain Dealers of the Country
Advertise in the Grain Dealers Journal.

COMPLETE ELEVATOR OUTFITS.

We are HEADQUARTERS for Buckets, Scoops, Conveyors, Belting and all kinds of Supplies. Send us your Bill for Estimates.

MIDLAND MACHINERY CO.,

309, 3rd St., So.

Prompt Shipments Guaranteed.

MINNEAPOLIS, MINN.

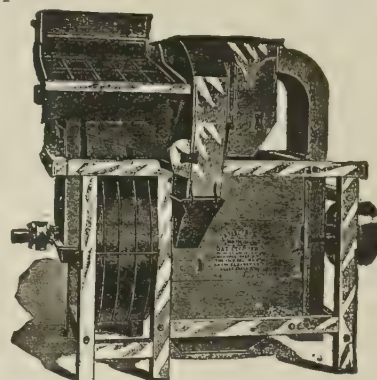
CLIP YOUR

OATS

WITH AN

Invincible Oat Clipper

It clips rapidly, perfectly and without waste, regardless of the weather. Large capacity, perfection of work, economy of operation, simplicity and durability are points in its favor.



Our machines are compactly built, run smoothly and do not hull the oats.

We manufacture Oat Clippers, Receiving Separators, Scourers and Cleaners, Needle Screen Gravity Separators and Spiral Belt Separators. . . . SEND FOR CATALOG

Invincible Grain Cleaner Co.

INVINCIBLE WORKS

SILVER CREEK, NEW YORK

REPRESENTED BY

W. J. SCOTT, . . . Wyoming Hotel, Chicago, Ill.
EDW. A. ORDWAY, 512 Exchange Bldg., Kansas City, Mo.
CHAS. H. SCOTT, . . . Nicolet Hotel, Minneapolis, Minn.
J. N. BACON, . . . Balchorne Block, Indianapolis, Ind.

How Do You Know It's Cheaper?

Every once in a while a man breaks out with the remark that "I'd like to have a Monitor Scourer in my grain cleaning department, but there are cheaper machines."

How do you know they are cheaper?

It's the same old story of the "Cheap-in-the-Beginning-Man" getting a thing at a "Dear-in-the-End-Price."

If there was a great big difference in the price between the "Just-as-good" Scourer and the Monitor Scourer, there might be something in this cheap proposition, but there is not enough difference in money to make it worth while, and nine cases out of ten we find that a man pays just as much for the capacity of the machine he buys as he would pay for the same capacity in a Monitor Machine.

If you buy the "Just-as-good" Machine and you *think you are* getting a five hundred bushel machine and it turns out that it can only do four hundred bushel machine, you are paying for a four hundred bushel machine, aren't you?

That's reasonable, isn't it?

It's chances against you that if you had bought our four hundred bushel machine you would have got it at the same price and possibly a little cheaper.

The whole point comes right here with regards to the Monitor product:

In the Monitor product you get *exactly what you pay for* at a price that you have got to pay for a machine that is "just-as-good" as the Monitor.

We haven't been in business as long as we have to let anybody else set the pace.

The Monitor product has always been right up front—always been doing all it said it would do—always doing it at a price that was fair and square and honest, and we won't give anyone the advantage to-day.

The Monitor Scourers do closer, better and more even work.

You can do light or severe scouring at your pleasure.

They have absolutely positive and controlled air separations.

It has better sieve separations.

Its capacity is just what we say it is.

Its construction is just what our trade-mark stands for.

It makes the best machine in the market.

These are the things that the Monitor trade-mark stands for, and these are the things you pay for and these are the things you get, and if you can point to one thing in which our guarantee fails in being reproduced right on the floor, back goes the machine to us—there is no "ifs," "ands" or "buts" about it.

We go anywhere for business and talk to any kind of a man who talks business, and we would be glad to hear from you if you are thinking about it.

And just here we would like to ask you again about that cheap machine—how do you know it is cheaper?

Do you know, or did somebody else tell you so?

The Huntley Manufacturing Co.

Grain Cleaning Machinery for Mills and Elevators

THE MONITOR WORKS

SILVER CREEK, N. Y.

'GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE
GRAIN DEALERS COMPANY

**255 La Salle Street,
CHICAGO, ILL.**

CHARLES S. CLARK,
Editor and Manager.

Subscription Rates:
One Dollar per year; Sixty cents for six months, invariably in advance. Fifteen cents should be added for exchange when sending local checks.
To Foreign Countries within the Postal Union, postage prepaid, \$1.75 per year.

Advertising Rates
furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters
on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., SEPTEMBER 25, 1902.

OHIO grain dealers are supporting the state association better than ever before, and it is expected that the largest meeting the organization has ever held will convene at Columbus, Ohio, Oct. 14th.

KING CORN, according to late advices received from Iowa, Ohio and some other sections of his royal fields, has been badly nipped by Jack Frost. Hence much corn will not be in condition for shipping and must be fed on the spot to be utilized.

STANDARD OATS are not manufactured with the ease expected by owners of grain hospitals. The average quality of the oats received is so very inferior to that of previous years and the quantity of arrivals of bright oats so small that the breakfast food manufacturers outbid the mixers for all the better grades marketed.

RECEIVERS who, pretending to be friendly to regular grain shippers, yet indulge in the exciting pastime of soliciting shipments direct from farmers, are making a serious mistake, which cannot bring them profit. The fact that they are not called down for their offense does not prove that their efforts to undermine the business of the regular grain shipper have not been discovered.

A RATE of one fare for the round-trip on the certificate plan has been announced by the C., R. I. & P. R. R.; C. & N. W. R. R.; C., B. & Q. R. R.; Ill. Centl. and the C. & A. for the annual meeting of the Grain Dealers National Association in Peoria Oct. 1, 2 and 3. Tickets will be good going Sept. 29 and 30; and good for returning until Oct. 4.

Be sure to get a certificate from your local station agent.

THE GRAIN Elevator Employees Union of South Chicago which was organized recently insisted that 10 hours should constitute a day's work and that overtime and holidays should be paid for at time and a half. The superintendents held out until the plants were shut down and then acceded to the demands. The success of this first strike in the grain elevators will no doubt encourage employees in the elevators at other points to combine for a reduction of hours and an increase in pay.

LINE HOUSE companies have inaugurated a move which is designed to bring benefit to them through the meeting at Peoria next week. A conference of the representatives of many different line houses will be held for the purpose of discussing methods of dealing with employees and of preventing the mishandling of funds and property. While it may not be practicable to adopt uniform forms of books, reports and system of accounts, still a comparison of the different forms used would no doubt result in benefit to many.

MANITOBA WHEAT will be handled more extensively by United States exporters this year than ever before. Many Americans have established offices in Winnipeg during the past season and others have started to build lines of elevators throughout the Canadian west. This American competition is welcomed by the progressive dealers of Manitoba, because they see in it a quick recognition of the importance of the grain trade of their country. The investment of capital from this side of the line will help to build up the trade without in any way detracting from the business of established dealers.

THE grain trade will be interested in knowing that statistician, John Hyde, has recently conferred with crop statisticians from different parts of the country regarding the most practical way to effect an improvement in the government crop reports. The grain dealers associations seem to be peculiarly fitted for collecting more reliable information than is now done by many crop reporters. The Iowa and Nebraska Associations have both attained remarkable success in this line, much to the benefit of their members and the credit of the organizations. The grain dealers are interested more directly in securing reliable crop reports than those identified with any other line of business. No doubt in time all the state and local organizations will be compiling information of this character for distribution among their members, unless the agriculture department should be given sufficient funds to enable it to compile crop reports which shall not be questioned by any one. The government statistician recognizes, as

well as any one, that the reports are not all that could be desired, but with the funds at his command nothing better can be expected.

"OFF-GRADES to be applied at market difference on day of arrival" is a phrase which admits of different interpretations, and the Arbitration Committee of the Merchants Exchange of Buffalo has experienced considerable difficulty, as is cited by our Buffalo correspondence in this number, in adjusting all cases satisfactorily. In a recent case in hand the delivery of off-grade stuff in the face of a declining market was rejected and the buyer sustained by the Committee. The question involves the grain trade to such an extent that it would seem to merit the consideration of grain dealers from all parts of the country.

UNIFORM forms of confirmation, if used by all track buyers in confirming the purchase of grain would have a tendency to diminish friction between shippers and buyers, give all a clearer understanding of what is intended and of the rights of each party in such transactions. Some of the forms now used are admitted to be weakened by illegal technicalities, hence the time seems ripe for some common action by track buyers in this matter. The Grain Dealers National Association has been working to devise a satisfactory remedy for the troubles growing out of the great variety of forms now used, and has found the form published in this number meets with the views of many.

CAR FAMINES of local extent are being reported from the different sections of the country, but as yet the trouble has not become chronic and it is doubtful if it will. Farmers lost so heavily by marketing grain in poor condition that many are now making an effort to put the remainder of their holdings in suitable condition before presenting them to the consideration of the country buyer. Corn in many sections is so soft that it must be fed on the cob in order to use it, and much of the balance of the corn crop will not be in condition for safe shipping for some months to come, so that the movement of grain is not likely to reach the proportions attained on several preceding crops.

KANSAS, according to reports sent out by an enterprising reporter of Topeka, will burn corn this winter instead of coal. The populists of the Southwest seem ever ready with impracticable schemes to break trusts, wherever they appear, and, not infrequently, as in the present case, their remedy is worse than the disease. When corn was selling for 8 to 15 cents a bushel in Kansas, burning it for fuel was not so ridiculous, but it is safe to say that no corn will be used for fuel this year in Kansas, nor any-

where else in the United States. It is too valuable a commodity and will continue to command too high a price in the market centers to warrant farmers indulging in any such substitution.

FIRE PROOF elevators continue to grow in favor, and as the fire losses increase and thereby increase the insurance rates, property owners will see the advantage of using less combustible material in the construction of grain warehouses. A wooden elevator is not worth very much after it catches fire. When we consider the woeful waste occurring annually by reason of the many fires, we wonder how any one can seriously consider the construction of a frame elevator. The average income of the insurance companies of the United States is about \$175,000,000 annually, at least 50 per cent of which could be saved to the policy holders by the erection of fire proof structures.

TEXAS dealers have long profited by the arbitration feature of the Texas Grain Dealers Association, but the work of the committee has not been made public, hence those on the outside have been kept in the dark regarding what was considered fair and unfair. Accordingly, it is gratifying to know that the Secretary of the Texas Association will hereafter issue circulars giving a synopsis of important cases arbitrated before the committee. Such publicity cannot help but educate the trade to a higher standard of fair dealing and to a fairer consideration of the rights of the other man. The association which hides its work in the committee room thereby diminishes its influence for good.

DELIVERING a lower grade of grain on a contract, at a fixed discount from the price of contract grade, has never been given a trial which could be considered entirely satisfactory, and such a rule does not seem to be fair to the buyer, who contracts for grades regularly deliverable on exchange contracts. He expects to receive no better than he buys, and generally has sales made in advance of his purchases. The New York Produce Exchange has a rule which permits the delivery of No. 2 hard winter wheat on contracts at a discount of 2 cents per bushel from the contract price. Some have proposed that the Chicago Board of Trade adopt a similar rule, but the proposition has met with very little, if any, favor from the trade.

KANSAS CITY receivers are still denied the privilege of membership in the Grain Dealers National Association. The benefits are so apparent to most of them that they would willingly join, but the rule of their exchange prohibits such action. It is truly a narrow rule, opposed to progress and improvement in grain trade methods, in which the receivers of Kansas City have a share. The associa-

tion cannot work any great reform in the trade without Kansas City receivers profiting thereby. In refusing to help support such a work, Kansas City receivers also deny themselves the privilege of having a voice in the work. This is neither fair to their own business, nor to the receivers of the other markets who willingly give their time and money to the work.

FARMERS' co-operative schemes, trusts and combines are being organized in rapid succession. The principal aim of course being to eliminate all "useless middlemen." Chicago's famous farmer's friend and several other men who have made "remarkable" success in the grain and other businesses, are behind a \$50,000,000 scheme to help the farmer market his products and buy his luxuries; and, of course, incidentally, will not forget to help themselves. This phantom has been chased by many theorists in the past, but is too impracticable to admit of any permanent profits either for the farmers or the promoters. True, the people have so much money now days that they are grabbing at almost every stock jobbing scheme that comes their way, but this latest scheme is old, decrepit, and cannot expect to meet with any appreciable measure of success.

PATERNALISTIC theorists persist in presenting schemes which serve but to prove the industry of their imaginations. The latest proposition of this character affecting the grain trade comes from Moose Jaw, where an agricultural society recently approved a memorial indorsing government ownership of grain elevators, which, of course, includes the government control of the entire grain trade. If the schemers who waste their time in drafting and promoting impractical schemes of this character, could but utilize the time thus wasted in the production of some useful product, the farmers would be much better off, and he would stop worrying over the half cent secured by the regular grain dealer, who performs a service out of all proportion to the compensation obtained.

OVERLOADING of cars and raising of the minimum weight of carloads makes trouble for the grain carrier, as well as the shipper. One day last week three freight trains were wrecked on the Pennsylvania System between Harrisburg and Pittsburgh within four hours, and in each instance the wreck was due directly to a broken axle. The railroad companies, in an effort to economize every square inch of space in their cars, and to increase the earning capacity of cars by reducing the time schedule of freight trains, greatly multiply the hazard to property and life. The carrying capacity of a freight car has some limitations, although many railroad men seem to doubt it. Increasing the

minimum weight for carload rate, places one more nail in the coffin of the small eastern buyer who finds it embarrassing to lock up so much money in one kind of grain and in providing storage room for the grain.

SOUTHEASTERN BUYERS have swindled so many shippers in the central markets and the West that a movement was recently inaugurated to organize an association of shippers for the purpose of running down the tricksters and preventing members from falling into the clutches of buyers who have already victimized others. It would seem that such a move could best be handled by the National Association, which has members in the East as well as in the West. Work of this character was taken up by the Southern Grain Association several years ago, but the association seems to have failed in its purpose. A vigorous movement against the sharpers of the Virginias and Southeastern points would seem to merit the hearty support of the many honest brokers and buyers of that district, and, no doubt, if the matter is properly presented to them, they will give it their support.

FORGED bills of lading have not caused trouble for receivers or carriers for some time, or at least forgeries of sufficient importance to attract general attention have not occurred. However, a peculiar forgery of bills of lading has recently come to light in the Northwest, where a man destroyed bills of lading for two cars of wheat, and substituted therefor bills of lading designating himself as the shipper. The two cars were promptly sold and paid for, and the forger got his money and disappeared. The railroad company was clearly to blame in the matter and, no doubt, will make good the loss without delay. A few experiences of this character would prompt station agents to be more careful regarding blank bills of lading. Giving out blank forms for shippers to fill in, or permitting them to lay around where outsiders can obtain them has resulted in losses many times in the past, and it would seem high time the railroad companies should adopt stringent rules to prevent a repetition of this crime.

SHORT SELLERS can find much encouragement in the decision of the Chicago judge continuing the injunction involving the various deals in July oats, in which he holds that "the adjudication of all contracts between members of the Board of Trade is the province of the courts, except when voluntarily submitted to by the parties interested." The learned judge goes farther and holds that "when a contract made in good faith under the rules of the Board of Trade of the city of Chicago is, by the action of one of the parties to the contract, made a violation of the state law, the Board of Trade has no longer the right or power to enforce it." It is not known that it is claimed that any one buyer of oats had cornered the market, in fact, it is generally conceded that nature did more to bring about the July oats corner than any other factor. If the law prohibiting corners were constitutional, and there seems good reason for doubting it, because it permits the short seller to sell without restriction,

while the buyer must confine his purchases to the possibilities or pleasure of the seller to supply grain, no more emphatic or unfair discrimination in favor of one class against another was ever enacted by any legislature. If the short sellers are to be given free rein, then grain will soon have no value or the Board of Trade will be kept busy expelling short sellers for non-fulfillment of contract. If the contracts made on the Board of Trade cannot be enforced, then those who make them are wasting their time and the contracts made cannot influence prices. However, the case has been appealed to the appellate court, and the amount involved is large enough no doubt to insure the case being carried to the courts of last resort, so that it will be a long time before the matter is finally settled.

NEXT WEEK will be held the sixth annual meeting of the Grain Dealers National Association, which has come to be an important event in the grain trade. Peoria, with its usual enterprise, is preparing to entertain from 3,000 to 5,000 dealers, and, like Des Moines, promises to do what is right and more. Every dealer who has a desire to progress, owes it to his business to attend this meeting. It will be good not only for him, but for his business. Opinions crystallized by the dealers in convention assembled, and reforms affected through their joint action, are not the only benefits of large gatherings of this character. The rubbing together of many country dealers will wear round the sharp points and corners in their character and by learning what others are doing they will be filled with a desire to be up and doing likewise. Any dealer who contents himself with the conceited opinion that he knows it all; that he has nothing to learn from his brother dealers, is to be pitied, and at the same time condemned for his selfishness. If experience and success have brought to him a wide intelligence, he should not avoid the opportunity to lend a helping hand to the struggling brother below. The more active exercise of twentieth century brotherhood will bring a broader and fairer spirit to all.

SHIPPERS to East St. Louis and eastern buyers in that market can assist in advancing the cause of honest weights by persistently insisting upon having Merchants Exchange Certificates for every carload. This may cause some slight inconvenience for a short time, but if shippers and buyers stand together and insist upon the employment of the disinterested weighmen of the Merchants Exchange, they will soon have correct weights where now, according to their complaints, are "shortages, shortages, steals and shortages." A few operators who seem to feel that they have a monopoly upon honesty hold out against the admission of Merchants Exchange weighmen to their houses. This has worked a great detriment, not only to themselves, but to the entire market. The time has gone by when, in the face of many and oft-recurring shortages, the elevator man can insist on settling with shippers on the basis of his own weights, and the sooner these honest men recognize the fact, the sooner will the St. Louis market be free from the incubus which now burdens it. The Merchants Exchange has established a weighing bureau, and if the city is ever to have correct weights, every one identified with the trade should give the bureau his patronage and support. No one familiar with the facts pretends

to claim that St. Louis weights have been right in the past. We have before us a statement regarding the shortages of one large shipper whose grain was loaded out of a large house equipped with modern, first-class weighing facilities, yet he suffered a shortage on 288 cars of 3,612 bushels, making an average loss on each car of about 620 pounds.

WEIGHTS at Chicago during recent years have been more satisfactory to all members of the grain trade than was believed possible by former managers of the Chicago Weighing Department. Under the present management the department has attained a degree of efficiency admired by all directly or indirectly interested in correct weights. The western shipper and the eastern buyer are more than satisfied: they are pleased with Chicago weights; yet in spite of this condition of perfect satisfaction the greedy gang of grafters supported by the present state administration, seem determined to displace the Chicago weighing department with an army of pap suckers wearing its own peculiar colors. Fearing defeat in the stronghold of the successful weighing department, the railroad and warehouse commission has begun its attack at St. Louis, where the recently organized weighing department of the Merchants Exchange is struggling for existence. Under date of Sept. 12th, the chairman of the commission, in a letter to the different elevators, notified them of the appointment of a chief weighmaster in East St. Louis, and of assistants, who, according to his mandates, will have exclusive control of the weighing of grain in the different elevators to which they are assigned, and no other person will be permitted to participate in the weighing of such grain. Such exhibitions of nerve, followed by claims that the Railroad and Warehouse Commission will have control of weighing of grain in Chicago before snow flies, is enough to make the most peaceable elevator man rave over the misfortune of being governed by a gang of politicians, for the politicians. The "remarkable" success of the Railroad and Warehouse Commission of Illinois in the management of the grain inspection department has resulted in frequent, persistent and vigorous kicks from all members of the trade. Efficient inspectors are seldom secured, because the selection of men is guided by political influence and not by consideration of ability to judge of the quality of grain. The grain trade has suffered so long at the hands of the greedy politicians in this matter of grain inspection, that should they persist in their efforts to secure control of the weighing of grain, which is now so very satisfactory, there will be an uprising which will result in a number of state sinecures being vacated. Correct weights in Illinois, especially at East St. Louis, Peoria and Chicago, is a matter of national importance, for through these three markets passes grain from the far west to buyers in the far east. All are interested in having the politicians keep their hands off, and it would seem advisable for those dealers who assemble at Peoria next week to select a strong committee of influential men to petition the Governor to call off his minions, and permit the weighers now in charge to remain there without a contest. The members of the grain trade have suffered so much at the hands of the politicians that they cannot with equanimity consider the extension of political service even to the most menial affairs.

LETTERS FROM THE TRADE

BIG CAR OF CORN.

Grain Dealers Journal: I notice in the Journal that Toledo lays claim to the largest car of grain shipped.

I shipped to the Armour Grain Co., Chicago, March 22, 1901, as that company's record will show, car B. & M. No. 51,191, containing 112,620 pounds, or 2,011.04 bushels of corn.—W. J. Dills, manager for Medberry & Darnell, Hornick, Ia.

BAD ORDER OF SCALE UNSUSPECTED.

Grain Dealers Journal: Recently I was called upon to test a wagon scale that had been in use for a number of years and over which 5,000 bushels of oats had been sold and delivered to a miller close by. The miller reweighed the grain and it was short about 50 bushels. The scale in question was equipped with a compound beam, the notches of which were filled with dirt, the accumulation of years, causing a difference of 10 pounds between the first and second notch.

In one corner of the scale office a washstand was located. The drain therefrom flowed into the scale pit, which was thereby kept constantly wet, causing the bearings of the scale to rust away until the knife-edges disappeared entirely, allowing the flat part of the levers to come together, destroying the accuracy as well as the sensitiveness of the scale.

Aside from the dirt in the notches, the beam presented a good appearance and in no way indicated the bad condition of the parts located in the pit. One of the main levers was worn so badly that the bearing, which originally had been a knife-edge, was worn to the casting, making the point of contact nearly an inch wide. The scale was sent to the shop for general repairs and every bearing had to be renewed.—J. A. Schmitz, Scale Inspector for the Chicago Board of Trade Weighmaster.

NEW ORLEANS DUAL INSPECTION.

Grain Dealers Journal: It is a hard matter to suit everyone, but as a shipper of grain I wish to protest against the dual inspection now in vogue at New Orleans. The Board of Trade at New Orleans has always maintained a fair and impartial inspection. As an evidence of the satisfaction given it has received the indorsement of New York, Liverpool, London and exchanges at other ports. As I understand it a few of the local exporters who wished to control the inspection department for their own private ends, but were not able to do so, entered into active opposition to the Board. This dual inspection is not only injurious to New Orleans but also to the country shipper whose grain naturally goes to that port. For he can never be sure whose inspection he gets, and if the inspection is that of a clique who are looking after their own interests first, then it will not be fair and impartial as if made by the inspection department of the Board of Trade.

I hereby enter my protest against the inspection at New Orleans and hope to see the retirement of the disturbers from the field very soon.

Why can't the Grain Dealers National Association acting in the interests of the entire trade undertake to settle the trouble?—Illinois.

SEEDS.

Frank W. Denny, Garden City, Kan., Sept. 12: Alfalfa hay crop light; alfalfa seed crop good.

John F. Coy, seed corn grower at Odebolt, Ia., has just completed a 5,000-bushel seed house.

The Portland Seed Co. of Portland, Ore., has increased its capital stock from \$25,000 to \$50,000.

I. B. Nall, Commissioner of Agriculture for Kentucky, gives the condition of clover seed for the state as 66 on Sept. 1; compared with 80 the condition Aug. 1.

The Columbus Seed & Implement Co.

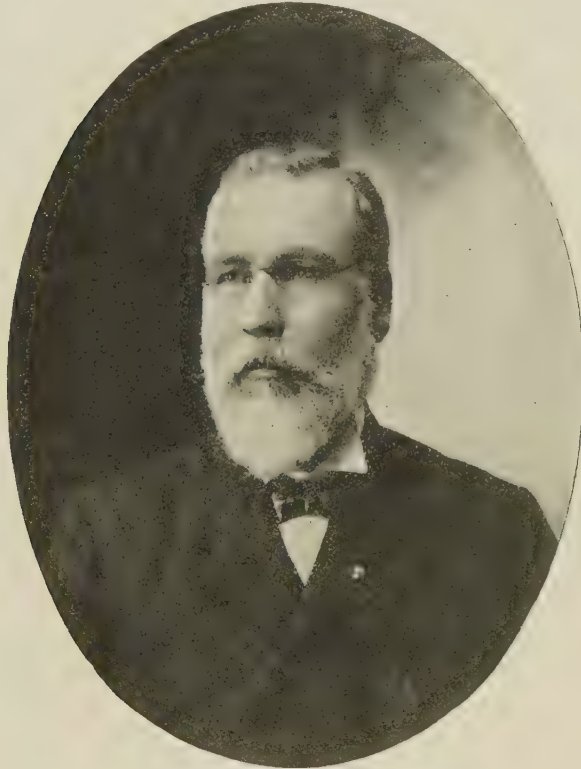
be sent out. The rumor that free flower pots would be sent with them proves to be a canard. Free hoopskirts and other cages are possible, however, but free beer seems a long way off.—Florist's Review.

Chicago received during the week ending Sept. 20, 2,653,043 pounds of timothy seed, 63,200 pounds of clover seed, 160,620 pounds of other grass seed and 96,391 bushels of flax seed; compared with 1,311,560 pounds of timothy seed, 51,406 pounds of clover seed, 266,754 pounds of other grass seed and 80,973 bushels of flax seed received during the corresponding week of last year.

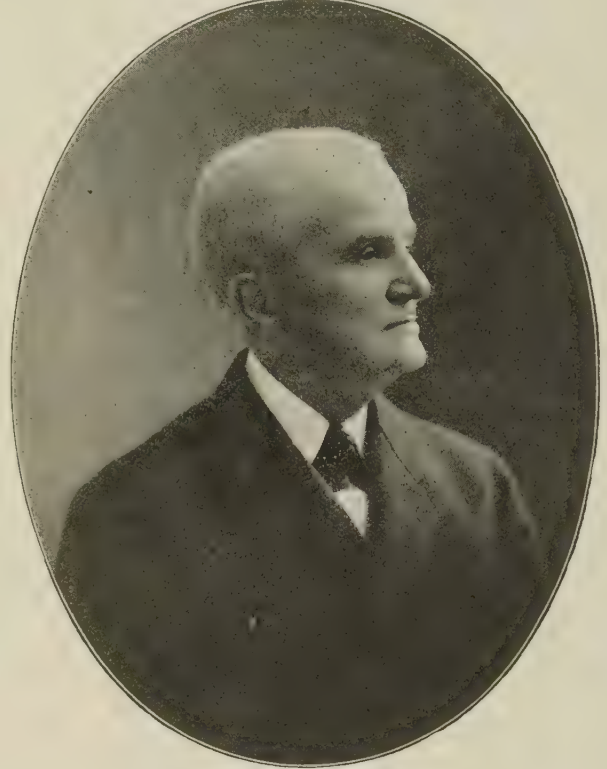
Chicago shipped during the week end-

ford—Only one-tenth of last year's crop. Too wet, no bumblebees, and growth too rank. Fulton—Yield and acreage small. Too wet. Tazewell, McLean and Logan counties—Entire failure. Fulton—Very small. No bumblebees. The reports cover eight counties, which last year raised 12,000 bushels, or a quarter of the total of the state. Fulton and Woodford are the largest producers there. Indiana reports continue to show less than an average crop. Medium crop is not yet secured.

John Hyde, statistician of the Department of Agriculture, in his report issued Sept. 10, says: The acreage of clover has been considerably reduced since last year, only two of the principal states—



J. W. Gift, Peoria, Ill.,
President Board of Trade.



R. C. Grier, Peoria, Ill.,
Secretary Board of Trade.

has been incorporated at Columbus, Fla., with \$10,000 capital stock. John T. Davis, Jr., president; Thomas Salisbury, general manager.

The Holmes Seed Co. has been incorporated at Harrisburg, Pa., to grow and deal in farm, garden and flower seeds and plants. Incorporators: Robert C. Neal, Harry L. Holmes and others.

Fred M. Warner, secretary of state, Lansing, Mich., Sept. 10: Clover has made a large growth since haying time, but in some cases has not filled well; the prospect compared with an average is 75 for the state.

Receipts of clover seed at Toledo for the week ending Sept. 20, were 4,150 bags, and the shipments 140 bags; compared with 6,723 bags received and 837 shipped during the corresponding week of last year.

Imports of flax and timothy seed to the Philippine Islands, as given by the War Department, for the eleven months ending Dec. 1, 1901, amounted to 19,456 pounds; compared with 662 pounds, the amount exported during the five months ending Dec. 1, 1900.

Soon the generous government will begin its annual distribution of free seeds, and this year forty million packages will

ing Sept. 20, 2,989,500 pounds of timothy seed, 30,200 pounds of clover seed, 221,193 pounds of other grass seed and 123,184 bushels of flax seed; compared with 1,140,116 pounds of timothy seed, 70,187 pounds of clover seed, 190,117 pounds of other grass seed and 84,866 bushels of flax seed shipped during the corresponding period of last year.

C. A. King & Co. write that dealers at Toledo have found the proposed change in the grade of clover seed has not worked to their disadvantage, as some feared. We would like to see the prime standard another season made one which would become of general use, benefiting the shippers and enlarging the demand for prime for actual seeding. It would broaden the market greatly, increase the trade in futures, and enable dealers to hedge more easily and prevent them from taking such great risks as some have been doing.

C. A. King & Co. recently have received reports on the clover seed crop from the following counties in Illinois: Hancock county—Not much seed. Adams—Too much rain for seed to fill well. Hancock—But little seed. Woodford—None raised this year. Clark—No seed. Livingston—Crop poor. Too wet. Wood-

Maryland and Ohio—reporting even a small increase. The other important states—except Kansas, in which state the area is the same as last year—report decreases, ranging from 1 per cent in Wisconsin to 12 in California. In California, Utah, and Colorado conditions are 1, 6 and 22 points, respectively, below their ten-year averages, while all other states—except Maryland, in which state the condition is the same as the ten-year average—report conditions ranging from 11 to 28 points above such average.

At Toledo when one shipper's lot contains more than one bag of clover seed of the same quality, the inspector preserves a small sample of each bag, bulks it, and the seed is sold by this sample. It is possible to have a half dozen different kinds of two seed in the same lot. This is why the price of two seed varies so greatly. The inspecting is all done under the rules for grading as established by the Produce Exchange. Inspector gives bond, and receives the weighing and inspection fees as his pay. He has no interest in the grade, except to be fair to all. Inspector Wallace has given almost perfect satisfaction for years. All seed below prime is sold by sample upon its merits, regardless of the grade. Inspec-

tor gives the samples of the different arrivals to the firms the seed is consigned to as shown by the railroad way-bills. The receiver, unless he has a seed house of his own, always shows the samples of the different lots to each buyer in turn. The buyers make their bids privately, and they frequently vary greatly.

SUITS AND DECISIONS

The appointment of a receiver for the Citizens Mill & Elevator Co., Bardwell, Ky., is sought.

The Cunningham Commission Co., Little Rock, Ark., has brot suit against the C. A. Knight Grain Co., to recover \$791 alleged to be due on grain purchased.

The Bassett Grain Co., Indianapolis, Ind., has brot suit against L. B. Swem and C. F. Walters, grain dealers at Jackson, Ind., to recover overdrafts of \$444.

William L. Day, grain dealer at Bettsville, O., has brot suit against the insurance companies to compel payment of \$12,000, the insurance on his elevator, which was burned.

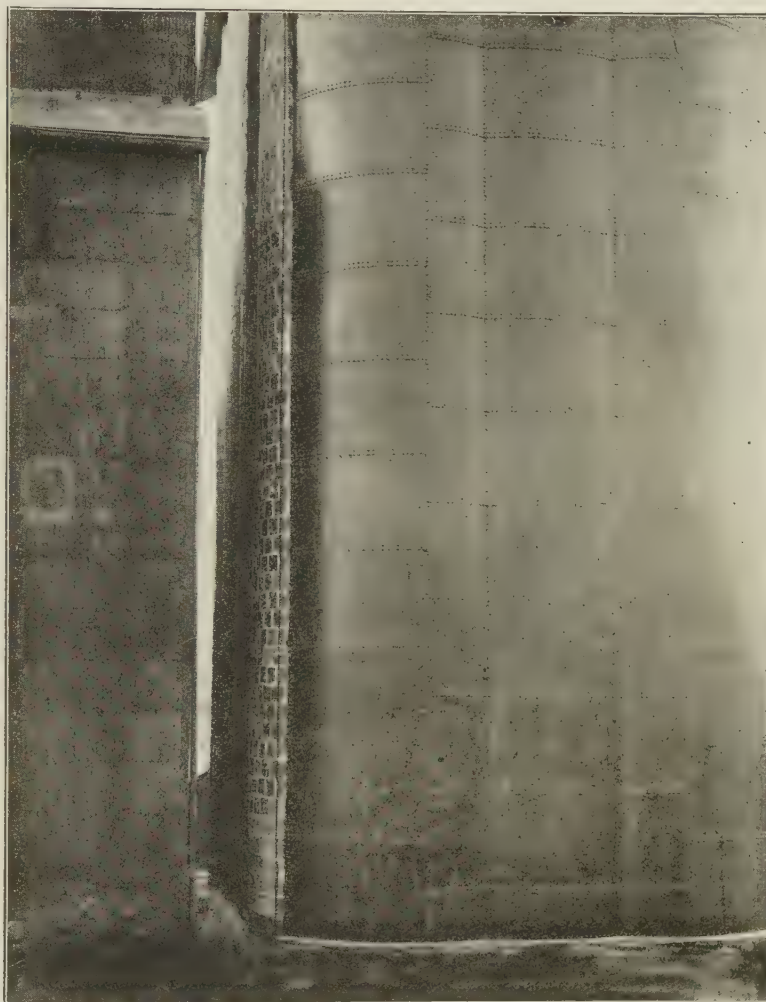
The first rule applicable to delivery, and to which all other rules are subordinate, is that no sale is complete, so as to vest an immediate right of property in the buyer, so long as anything remains to be done, as between the buyer and seller. The goods sold must be identified, separated, and distinguished from all other goods, or from the bulk and mass with which they are mixed. Where goods are sold by number, weight and measure, so long as the specific quantity or measure is not separated and identified, the sale is not completed, and the goods are at the risk of the seller. A mere assumption of ownership or control by the purchaser will not, however, be sufficient evidence of a delivery. It merely affords a presumption of delivery, which may be rebutted by evidence of the refusal of the vendor to part with the goods until payment, which refusal may be either expressed or implied from the terms of the bargain, or the previous course of dealing between the parties. But where the sale is completed, and the goods sold separated from all others, and marked, and there remains nothing more for the seller to do in relation to them, the contract of sale becomes absolute, and no further delivery is required in order to pass the property.

Judge Miller of the superior court at Pomeroy, Wash., on Sept. 5, decided that a railroad must extend its tracks to warehouses. Some months ago the Northwestern Warehouse Co. of Portland applied to the O. R. & N. company for ground at the terminal yards at Pomeroy upon which to erect a grain warehouse. The railroad refused to lease any more sites for this purpose, although one corporation, the Pacific Coast Elevator Co., as well as some eight or ten individuals, have enjoyed such concessions for years. The warehouse company then purchased grounds some distance beyond the present terminus of the O. R. & N. track, upon which it erected a large warehouse, but was met with a serious obstacle when it sought to do business, as the railroad refused to extend the track to the warehouse. Accordingly the Northwestern people invoked the court to grant a mandate compelling the extension of the track the distance of 280 feet, alleging unjust discrimination. The trial was stubbornly fought out on all lines, but

resulted in Judge Miller granting the plaintiff's prayer and ordering the track built to the warehouse at once, to handle this season's grain tonnage. The next step of the railroad is watched with keen interest by warehousemen, for if the company's terminal point can be extended 280 feet, it is thought it can be extended any further reasonable distance.

The Davenport Malt and Grain Co.'s New Steel Storage Addition at Davenport, Ia.

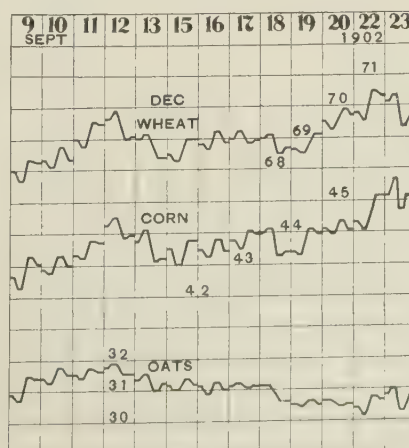
Our illustration shows an ingenious method of protecting the exposed face of a steel storage elevator recently completed by the Macdonald Engineering Co.



Tile Wall to Protect Tanks from Fire at Davenport, Iowa.

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for two weeks prior to Sept. 24, are given on the chart herewith:



for the Davenport Malt & Grain Co., at Davenport, Ia.

The expansion of the old wooden plant could only be had by occupying the adjacent ground with the greatest economy in space between the buildings. The plan submitted by the contractors embodied an ideal arrangement of steel bins which gave the required additional capacity—100,000 bushels on a ground space 28x54 feet with 4 feet space between the buildings. While there was nothing in the new steel addition that could ignite and support combustion there was danger to the steel from the close proximity to the old wooden structure.

The protecting wall shown in the cut is made of a special 4 foot semi-glazed hollow tile formed to fit the curvature of the bins and securely anchored to same at frequent intervals. The tile rests on a ledge of the concrete foundation and extends the full height of the building. The top of the wall is finished under the cornice of the roof and made perfectly weather proof.

In the event of a fire in the adjacent building it is thought that the refractory coating of tile will effectually prevent

the heat from reaching the steel plates of the bin work, or their contents, to any damaging extent.

GRAIN CARRIERS.

Heavy grain shipments recently were delayed by a serious break in the Erie Canal at Dunhamville.

The northwestern railroads are said to be short of motive power to draw the grain laden trains.

The Chicago, Rock Island and Texas will build an extension from Fort Worth to Dallas, Tex., a distance of about 30 miles.

The Shippers National Bureau has been organized at New York, N. Y., to afford protection to shippers of all commodities.

The Illinois Central will build a bridge over the Missouri River at Omaha with a draw span 520 feet long and eleven spans 50 long.

River obstructions have caused Chicago to fall from first to third place in lake commerce. Cleveland and Milwaukee are the leaders.

The southwestern tariff committee, at a recent meeting at St. Louis, decided to reduce rates on grain and products from Kansas and Missouri to Texas.

The federal grand jury has indicted officials of the Wisconsin Central Railroad after a hearing at Minneapolis, Minn., on the charge of cutting rates and false billing.

Oats are of such poor quality that the rail lines are getting the shipments from Chicago. The bulk cargo of a steamboat would be almost certain to get out of condition.

G. A. Tomlinson was largely instrumental in the organization of the Zenith Steamship Co., which has been formed at Duluth, Minn., to build a steel ship of 6,000 tons' capacity.

The Interstate Commerce Commission will meet at Chicago Sept. 25 and 26 to investigate the Buffalo and New York railroad pool, and the charges of rate-cutting made against St. Paul and Chicago lines.

Three steel turret steamships, each of 3,800 tons' capacity, and having a 44-foot beam and a 14-foot draft, recently arrived from Glasgow, Scotland, to engage in the grain and ore trade on the Great Lakes.

The Chicago, Rock Island & Pacific has laid 57.2 miles of track in its extension from Watonga to Anadarko, Okla., which now reaches to Hinto. To reach Anadarko, 18 more miles of track must be laid.

The Missouri Railroad & Warehouse Commissioners will hold a meeting at St. Louis, Mo., Sept. 26, to hear arguments in the case of the Kansas City Board of Trade against the Burlington, Rock Island, Santa Fe and Missouri Pacific Railroads.

The Pennsylvania Railroad Co. has placed the largest order every given by any railroad to a single concern. It calls for 256 high-class freight locomotives, aggregating in cost \$3,250,000, all to be delivered within the first six months of 1903.

The Rock Island System has answered the complaint of Samuel Hartman to the State Railroad Commissioners by showing that Hartman has in the past refused to pay demurrage, and that on this account he has been refused cars in which to ship grain.

Plans for the construction of one of the largest steamers on the Great Lakes,

are being prepared by the American Shipbuilding Co. The new vessel will be 550 feet long, 56 feet beam and 32 feet deep, have a capacity for 8,500 tons of iron ore and cost \$425,000.

The cable, machinery and other material has arrived for the erection of the Farmers Grain Co.'s tramway at Kamiah, Wash., and permission has been granted the company to build warehouses on Indian allotments. About 5,000 bushels of grain have already been received and the roofing of the upper terminal warehouse is being pushed to completion.

When the Burlington, Cedar Rapids & Northern recently was absorbed into the Rock Island System the rates on grain to

cars, after returning 3,000, although in July last the loaded car movements exceeded those of July, 1901, by 8 per cent. All of this improvement in the car supply is credited to the new per diem plan of accounting for the use of cars.

25,000 Bushel Cribbed Elevator at Garner, Ia.

The plans reproduced herewith show the track elevation, right elevation and floor plan of a 25,000-bushel country elevator, which has just been completed at Garner, Ia., for L. N. Loomis of Minneapolis, Minn.



New 25,000-bushel Elevator of L. N. Loomis at Garner, Iowa.

Milwaukee from a rich western territory were raised, except on barley. Milwaukee grain men have asked the directors of the Chamber of Commerce to obtain relief. Other cities have an advantage over Milwaukee in building for grain in this territory.

Shipments of grain from the west into Chicago are on the increase. Of the total receipts for the week ending Sept. 20, the Burlington brought 21 per cent, the Northwestern 15 per cent, the Rock Island, 13 per cent, the Milwaukee & St. Paul 11 per cent, the Illinois Central 11 per cent, the Alton 10 per cent, the Santa Fe 4 per cent, the Wabash 4 per cent, the Chicago & Eastern Illinois 3 per cent and the Chicago & Great Western 3 per cent.

The car accountant of the Grand Trunk Railway reports that while in July, 1901, they had on hand 3,000 freight cars belonging to connections, at the same date this year there was not one. At the end of July they had a surplus of 2,000 box

cars. Its well considered plan and substantial construction with cribbed walls make this elevator one of the best houses in Iowa, and well worthy the study of those contemplating building.

On the ground the part of the building containing the bins covers a space 31x26 feet and stands 66 feet high. The inclosed driveway covers 12 feet, and beyond it is the office and engine room annex, 8x20 feet. The stone foundation is sunk 2 feet below the grade line and 4 feet deeper for the elevator boot. The first 20 feet of cribbing is of 2x6 and the remaining 20 feet of 2x4. The walls are covered with lap siding and the roofs of main building and annex with shingles.

The floor of the office is on a level with the driveway; and from near the scale beam a short flight of steps leads down to the floor of the engine room, 4 feet lower. The exit end of the driveway turns at an angle on account of the proximity of the adjoining stock yards.

Power is transmitted from the 4-h. p.

gasoline engine by belt to a countershaft in the basement. From a sheave on this shaft two strands of rope run to a sheave on the head pulley shaft, which is thus direct driven, without the usual countershaft, sprocket wheel and chain in the cupola. As the elevator is the only piece of machinery driven by the engine, this simple arrangement is very practical.

Wagonloads are weighed on a 4-ton dump scale and unloaded thru a dump made by the Marseilles Mfg. Co.

The house contains 11 bins, 6 of them being 8 ft. 3 in. x 9 ft. 3 in. by 40 feet high. The five inner and smaller bins have hopper bottoms discharging toward the center of the house; and the central bin empties into the 60-bushel hopper scale. A hand wheel conveniently placed

on the main floor controls the discharge of the elevator, thru a turnspout, into any of the bins, or into a direct loading spout formed of 6 3/4-in. well casing.

No cleaning machinery was provided for in the plans, since this house is only one of a number operated by Mr. Loomis, who has arrangements for cleaning the grain elsewhere. The plans of this elevator were furnished by the Younglove & Boggess Co., of Mason City, Ia., who built it.

Our imports of rice for the seven months ending July 31 amounted to 59,330,965 pounds; compared with 55,319,527 pounds imported during the corresponding months of 1901, as reported by O. P. Austin, chief of the Bureau of Statistics.

THE SUPPLY TRADE

H. Kurtz & Son of Sac City, Ia., are enjoying a very nice business on their special car mover and incline elevator and dump.

If your advertising is artistic it will be praised for its beauty—that's good; if it's convincing it will bring results—that's better.—White's Sayings.

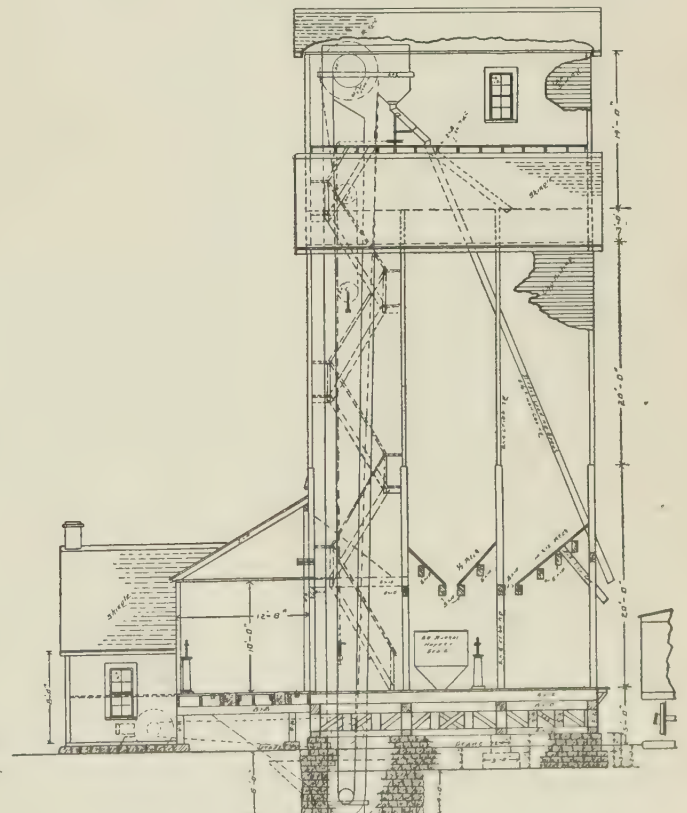
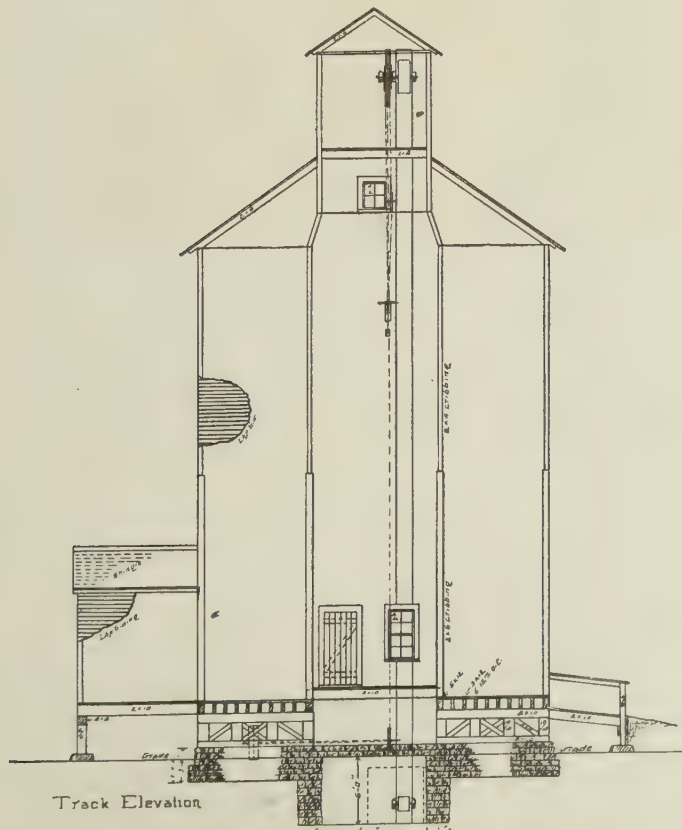
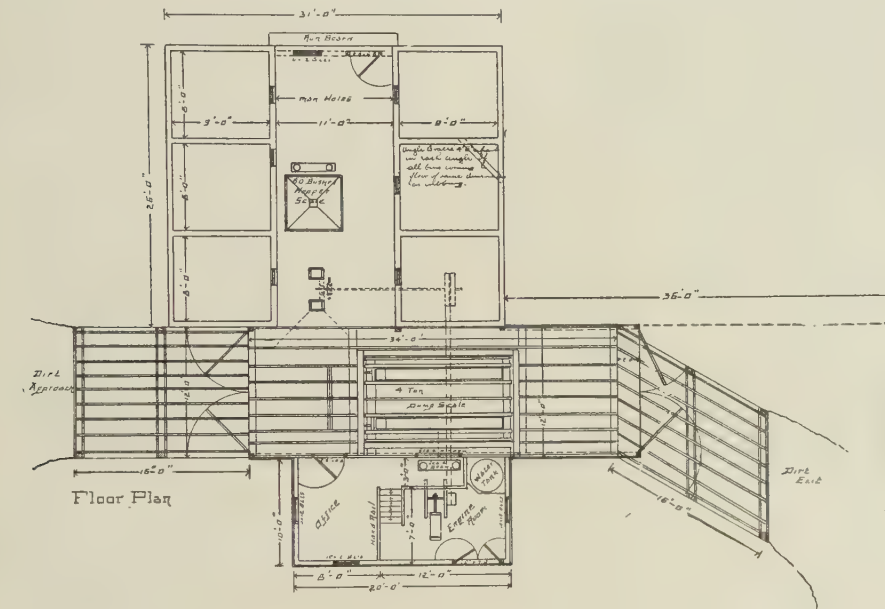
The J. Rosenbaum Grain Co., of Chicago, has adopted the names Venus and Juno for its brands of soft wheat. Millers find excellent quality in Juno.

The American Gas Engine Co. of Sheboygan Falls, Wis., has recently been incorporated with a capital stock of \$50,000; incorporators, J. W. Russell, F. M. Porter and De Witt Jenkins.

The Hall Distributor Co. of Omaha, Neb., is making a very extensive and costly investigation of the "course of mixing grain in country elevators," by circular correspondence; and when completed it will be the most exhaustive and valuable compilation on the subject.

The Elliott & Reed Co. of Richmond, Ind., is finding an excellent demand for the telescope corn cribs which were illustrated in the Grain Dealers Journal, Aug. 25. Carload orders have been shipped to Mexico and to Odessa, Russia.

The man who handles or who invests an advertising appropriation—when "commissions" can influence his opinion of the value of a method or medium—is placed in a two-master position. He can't serve both the man who owns the space (particularly if he bought it at a cut-price), and also serve the advertiser. He must lean one way or the other, no matter how fair and honest he is. The agency, as an advertising manager, is not only out of date, but it keeps the advertiser in the dark, without opportunity of learning to manage his own advertising department.



Plans of 25,000-bushel Cribbed Elevator Just Completed at Garner, Iowa, for L. N. Loomis.

Meeting of Michigan Bean Jobbers Association.

The tenth annual meeting of the Michigan Bean Jobbers Association was called to order in the Sun Parlor of the Wayne Hotel, Detroit, on the afternoon of Sept. 10 by Pres. G. F. Allmendinger of Ann Arbor.

An address of welcome to the city was



Court House, Peoria, Ill.

responded to by President Allmendinger. The roll was called, 53 being present.

The minutes of the last regular and the special meetings were read and approved.

C. E. Burns proposed the name of Smith & Allen of Portland for membership.

Hankins Bros., of Elsdon; The Rockafellow Grain Co., Carson City; Hawley, West & Co., Muir; Squires Co., Rockford; Richmond Elevator Co., Lenox; D. K. McNaughton & Co., Detroit; Miller & Miller, Greenville; Sioux City Seed & Nursery Co., Millington, and E. Chapple, Belding, were proposed.

All firms proposed were admitted.

President Allmendinger read his annual address, from which we take the following:

PRESIDENT'S ADDRESS.

The year which has just passed has probably been as trying an one as the bean trade has ever had to contend with, and yet as we look back we shall probably all admit that if the crop had been of first-class quality and one which we could have picked with ease, the season would have been more disastrous to our pocketbooks. The difficulty with which the beans were prepared for market, and the time which it required to prepare them, kept the crop back to such an extent that it was consumed as rapidly as prepared. No accumulations took place, and prices were maintained, whereas, if the crop had come upon the market rapidly it is probable that price less than \$1.00 would have been reached which would have brought about a state of affairs entailing loss upon all of us; therefore, while we have been tried, we may comfort ourselves with the assurance that things might have been worse.

Our Secretary informs me that at the time your present officers took charge of the work of the Association two years ago there were 67 members of the Association; 4 firms have gone out of business, and 23 new members have been added, leaving a membership at this time of 86, the largest in the history of the Association. Our Secretary further reports that with applications in hand and prospective ones to come, the membership is soon likely to exceed 100. Our finances have also been kept in satisfactory condition.

Your President does not propose taking much time to-day. The program before us is one which will require all the time at our disposal. Upon it, the Secretary and the program committee have expended an unusual amount of time. We hope that every member may find something of interest and of profit in that program. Attention is also called to the addresses which are to be made at the banquet this evening; we believe every one of these will prove of interest and that some of them will contain a good deal of informa-

tion for members, notably the one by Mr. Clark, of Chicago, "On the Benefits of Organization." Mr. Clark has had much to do with the National Grain Dealers Association which has had to solve many problems identical with those which confront us. If Mr. Clark takes up the subject of the handling of "short weights at terminal points," it ought to be of interest to every man belonging to our Association, inasmuch as we are all dealers in grain as well as bean jobbers. Other addresses should prove full of informa-

tion and still others will afford us entertainment. The officers of the Association have had some hesitation about the giving of this banquet. If our members will stay, your President believes it will be of such success that a repetition will take place. To make it a success, however, the attendance will be needful, and you are all strongly urged to remain. Many can take electric cars or steam cars after the banquet, and if any are compelled to remain until morning, it is hoped that the banquet will be still well worthy of the slight expense thus incurred.

Your Executive Committee has never before been called upon to act so frequently as arbitrator. Many of the claims this year have been "trumped up" and have been without real merit. Were it not for our definitions and for our Arbitration Committee, we should in these cases have been at the complete mercy of unscrupulous buyers. As things have been conducted by our Association, there has been a chance for justice, and it is an undenied fact that many members of our Association have this year saved, in cutting off unjust claims through the agency of the Association, more than the fees of the Association are likely to come to in the next 25 years.

Your President regrets to say that a few of our members do not seem to be doing the fair thing when the decision is against them. The writer has in his possession at this time a complaint from a leading bean-handler that a certain Michigan bean jobber, a member of this association, who had a controversy with a jobber, has refused after arbitrating the case to pay the amount which the arbitration has decided that he should pay. It is unnecessary to comment on this way of doing business. If we are to accept the results of arbitration, only when they are favorable for us, we cannot expect our Association to remain in good standing with the trade. In case the arbitration is against us, the member of our Association should promptly yield and should as promptly make settlement—that will all tend to give us standing.

There is nothing in our constitution or by-laws that covers a case of this sort, and it seems to me that it would be entirely proper, if a member who has left his case in the hands of our own committee, should be dropped from membership if he has left any controversy in which he may be engaged with the Executive Committee of this Association and refuses to abide by the decision if the decision is against him. A by-law could readily be framed to cover this case; the matter is left with the Association.

Secretary B. Potter of Fenton read his annual report, which showed a membership of 93.

Treasurer L. A. Parsons, Detroit, made a report which showed total expenditures of \$161.28 and a balance on hand of \$406.48.

E. W. Burkhardt, Fowlerville, chairman of the Executive Committee, reported 85 cases had been presented to the committee during the year for arbitration.

Upon motion of Mr. Parsons, G. F. Allmendinger was re-elected president for the ensuing year.

C. E. Burns moved that the secretary be instructed to cast the ballot of the Association for the re-election of other officers for the ensuing year, and it was done.

Bills for printing, Secretary's services, etc., were presented and allowed.

An invitation to attend the annual meeting of the Grain Dealers National Association in Peoria, Ill., Oct. 1, 2 and 3 was presented.

E. L. Wellman of Grand Rapids addressed the members in favor of reducing the minimum weight of carload of beans from 40,000 to 30,000 pounds and lower freight rates to the seaboard.

Secretary Potter made the following statement:

SECRETARY'S REPORT ON MINIMUM CARLOAD.

Gentlemen of the Association:

We have been in communication with Chas. Clark, G. F. A. Grand Trunk system, in regard to the classification of beans and we think with quite a show of success in getting them placed in the sixth class. The point, I find, is to make railroad officials think that a change in classification would result in more business and then they are ready to entertain the proposition. My arguments were that the present high freight rate on beans to tide water was greatly in favor of the importation of beans. By corresponding with the Surveyors of Customs at ports of Boston, New York and Baltimore we found that there was imported the year ending June 30, 1901, 600,000 bushels of beans at these three ports. Of this vast amount the Trunk Lines got no haul at all, when if the sixth class rate had prevailed it would have given that advantage to the domestic crop in competition with the foreign and given the Trunk Lines that much more haul.

He assured me that he would bring the matter before the Board at the Montreal meeting, he also assured me that the position was well taken and would have some influence with the management, no doubt.

J. F. Wellman, Clio, addressed the meeting on the stop off privileges to the effect that he had no use for the transit privileges. The railroads always give the shippers at junction points cars, while the interior shipper has to wait and lose orders.

E. I. Isbell, Jackson: I think Mr. Wellman better get in the band wagon and get an elevator at a junction point. However, I doubt that the railroads will cease granting the stop-off privilege.

F. B. Nims, L. A. Parsons and E. L. Wellman spoke in favor of the retention of the transit privilege.

G. F. Allmendinger spoke in favor of a demurrage charge of \$1 per day to be paid by rail carriers to shippers for the delay of shipments.

F. B. Nims of Lake Odessa read a paper in favor of paying the Secretary a good salary.

Secretary Potter said that it was a mistake for the association to do otherwise.

Reports on the 1902 bean crop were called for.

G. F. Allmendinger, Ann Arbor: I think we will have 50 per cent of an average crop. About 15 per cent of the old crop is left in the farmers' hands.

F. B. Nims, Lake Odessa: I think we will have three-quarters of an average crop and of fine quality. The old beans are pretty well cleaned out.

E. L. Wellman: Beans north of Grand Rapids are looking fine and give promise of a large crop. I found some low fields

where the beans had been washed out, but this will not amount to 3 per cent.

J. A. Heath, Lenox: In St. Clair and Macomb counties we will not have 15 per cent of a crop, in fact not over 25 per cent of a crop was seeded.

F. F. Hamlin, Durand: We will not have 25 per cent of a crop.

J. F. Wellman, Clio: The majority of our beans will need the balance of this month to get out of the way of the frost. I think our crop will not be over 40 per cent of a crop.

J. O. Taft, Webberville: We will not have over 50 per cent of a crop.

L. H. Cogswell, Green Oak: We will have about 50 per cent of a crop.

Mr. Sheffield: I move that after Oct. 1st we have it understood that in buying and selling a carload of beans shall be 250 bags and not weigh less than 40,000 pounds.

Mr. Allmendinger: I move that it be the sense of this association that the maximum weight of a carload of beans shall be 30,000 pounds and the Secretary be instructed to use every influence to have it retained. Carried.

The Committee on Salaries recommended that the Chairman of the Executive Committee be paid \$100 per year for his services.

Upon motion \$100 was voted to Chairman E. W. Burkhart and \$5 per day for time spent in the work to the other members of the committee, F. T. Hyne and L. A. Parsons.

Mr. Allen: I move that we charge \$2 per car for differences arbitrated before our Executive Committee, the fee to be paid by the loser. Lost.

Mr. Allen: I move that a committee of three be appointed to work with railroads against increasing the minimum carload weight to 40,000 pounds.

This was amended to provide that members should be notified of the result of their efforts. Carried.

J. F. Wellman, Clio; E. L. Wellman, Grand Rapids, and S. M. Isbell, Jackson, were appointed such committee.

The meeting then adjourned.

THE BANQUET.

The banquet, which was held in the dining hall of the Wayne Hotel, was a most enjoyable affair.

A number of ladies honored the occasion with their presence, but were not given an opportunity to repeat the prescribed phrase.

After the sumptuous repast had been well cared for, Toastmaster G. F. Allmendinger told a number of good stories, expressed regret for the absence of the mayor and proceeded with the following program:

The Benefits of Organization—Mr. Charles S. Clark, Chicago.

The Average Shipper—Mr. J. J. Hanshue, Lansing.

A Woeful Waste—Hon. J. V. Barry, commissioner of insurance.

The Detroit Board of Trade—Mr. Thos. Craig of Carson, Craig & Co.

Treatment of Criminals After Conviction—Hon. A. J. Sawyer, Ann Arbor.

CONVENTION BEANS.

Thru an oversight Choice Hand-picked Michigan Pea Beans were not given a place on the banquet menu.

Some of the grain dealers in attendance expressed the desire to broaden the association so as to take in the grain dealers who do not handle beans and to call the organization the Michigan Bean and Grain Dealers Association. This would give the organization more influence in

each trade and supply sufficient income to enable the association to command all the time of its secretary and secure much better results for both lines of business.

H. C. Wagner, representing the Milwaukee Bag Co., was accompanied by his better half.

Among those present were O. C. Allen, Portland; G. F. Allmendinger, Ann Arbor; R. A. Astley, Grand Ledge; R. J. Brown, Springport; C. E. Burns, Detroit; W. O. Calkins, Perry; F. E. Close, Byron; C. E. DePuy, Stockbridge; E. S. Doty, Grand Ledge; F. E. Hamlin, Durand; H. M. Hobart, Detroit; E. I. Isbell, Jackson; C. J. Miller, Swarts Creek; E. H. Morris, New York, N. Y.; A. E. O'Donnell, Detroit; S. B. Orr, Pittsburg, Pa.; F. H. Pettibone, Corunna; Burdick, Potter, Fenton, Wm. Reardon, Midland; F. M. Sheffield, Detroit; A. J. Thompson, Chicago; J. J. Watkins, Hamburg; J. T.

The Even Weight Bag.

The even weight bag is now being seriously considered by grain men all over the country, and it would seem as if this method of marketing a certain portion of their grain is rapidly growing in popular favor. The time, expense and inaccuracy, due to careless labor in sacking by hand, has prevented many from adopting even weights, and naturally a demand for a device which is accurate and of simple construction is rapidly growing.

The Union Scale & Manufacturing Company seem to be in a position to supply this demand and are offering to the trade an automatic scale which for simplicity, accuracy and efficiency they claim has no equal.

Recent sales to McReynolds & Co. of St. Louis; John I. Glover of Kansas City and New Orleans; Bartlett, Kuhn & Co.,



Filling Sacks to Even Weight with the Union Automatic Grain Scale.

Walkins, Milford; Fred Welch, Fenton; E. L. Wellman, Grand Rapids, Mich.

Six of the forty millions inhabiting France never eat wheat bread.

W. O. Whitney Lumber and Grain Co., Kansas City, Mo.: We have been looking over the Grain Dealers Journal, and wish to say that it is indispensable to the dealer in grain, whether he is of large or small caliber. It is concise, and just what a busy man wants to keep thoroughly abreast of what is going on.

Evansville, Ind.; W. H. Small & Co., Evansville, Ind.; Sidell Grain & Elevator Co., Sidell, Ill.; Henderson Elevator Co., Henderson, Ky.; H. Verhoeff & Co., Louisville, Ky.; Callahan & Sons, Louisville, Ky.; Carrington, Patten & Co., Cairo, Ill., and others, would indicate that their machine is all that is claimed for it.

Crops in South Russia are showing a larger yield than for the past 10 years.

Rye is of bad quality this year in Prussia, according to the official report.

Annual Meeting of

The Chicago Delegation.

A Chicago Board of Trade committee is preparing to go to Peoria in force. Meetings are being held and arrangements perfected to send a large delegation.

The Daily Grain Dealers Journal.

The Daily Grain Dealers Journal published during the annual meeting at Des Moines last year met with such a warm reception from the trade that we have decided to publish daily issues of the Journal at Peoria on the mornings of Oct. 1, 2 and 3.

If you have any announcements to make or opinions to express to the assembled members of the trade use the Daily Grain Dealers Journal.

The Chief Inspectors Association.

The National Chief Grain Inspectors Association organized at Des Moines last year during the annual meeting of the G. D. N. A. has grown until it now includes nearly every terminal market.

Much good work has been done and steps taken which are expected to bring the grades of the different markets nearer to uniformity.

The attendance of chief inspectors will be much larger than last year.

Exhibits of Samples.

The exhibition of type samples by the chief inspectors of the different markets promises to be one of the most interesting features of the convention. Samples of more markets will be exhibited than last year and each market will be given a table by itself in the Coliseum corridor.

The chief inspectors who will exhibit samples are:

Baltimore, Md.—Chas. McDonald, Jr.
Buffalo, N. Y.—J. D. Shanahan.
Burlington, Ia.—J. D. Clarkson.
Chicago, Ill.—J. E. Bidwill.
Cincinnati, O.—Homer Chisman.
Detroit, Mich.—M. P. Hutchins.
Kankakee, Ill.—W. P. Dixon.
Minneapolis, Minn.—J. N. Barnard, chief deputy inspector.
New Orleans, La.—J. E. Robinson, Maritime & Merchants Exchange.
Peoria, Ill.—
Philadelphia, Pa.—Wm. J. Duffy.
Toledo, O.—E. H. Culver.
Winnipeg, Man.—David Horn.

A meeting of the secretaries of the affiliated associations will be held in Secretary Stibbens room, 358, National Hotel, Oct. 1, 8 p. m., to discuss important questions of mutual concern.

The Elks Will Keep Open House.

The Peoria Lodge No. 20, B. P. O. E., has extended an invitation to grain dealers to visit their rooms and make themselves at home.

Their pleasant quarters are on the sixth floor of the National Hotel and merit inspection by all visitors.

Peoria Prepared to Entertain.

The members of the Peoria Board of Trade are fully awake to the responsibilities of entertaining so large a crowd and are making ample preparations to promote the comfort and pleasure of the visitors. The board has appointed a number of committees which include the following:

Executive Committee:—J. W. Gift, C. C. Miles, B. Warren, Jr., T. A. Grier, A. G. Tyng.

Committee on Transportation:—D. Mowatt, H. M. Griggs, F. M. Cole.

Committee on Chief Inspectors Association:—Frank Hall, W. B. Buckley, M. B. Pratt.

Committee on Accommodations and Information:—George Brier, Frank Baker, R. A. Whitney, R. W. Van Tassell, B. E. Miles.

Committee on Entertainment:—W. R. Buckley, Frederick Kinsinger, R. D. Clark, Samuel Woolner, Jr., Peter Casey, A. E. Leisy, C. S. Cockle, E. H. Woolner, A. D. Campbell, Frank Scherer.

Committee on Coliseum and Concessions:—C. H. Feltman, J. R. Ridge, W. T. Cornelison.

The Coliseum, which has a seating capacity of over 6,000 and ample room in the large, well-lighted corridor for exhibiting grain samples, models and machines, has been secured for the three days. Large committee rooms are provided each side of the stage. The acoustic properties of the large auditorium are perfect.

Spencer's Military Band of 25 pieces has been secured for three days and will furnish the best music on all occasions and without provocation.

Don't ask for "Goo-Goo Eyes."

Rate of One Fare.

The Rock Island System, which runs from Chicago to Ft. Worth, El Paso, Denver and Minneapolis, has made a rate of one fare for the round trip from all points on its line to Peoria, on the certificate plan.

Tickets will be good going on Sept. 29 and 30 and good returning until Oct. 4.

Be sure and get a certificate from your local station agent.

LATER—The C. & N.-W. R. R.; C., B. & Q. R. R.; C. & A. R. R., and the Ill. Centl. also have announced a rate of one fare for the round trip.

The Corn Carnival.

The Peoria Corn Carnival and Exposition which will hold its annual carnival Oct. 6 to 18 will endeavor to get its palace in order a few days in advance, and has extended a cordial invitation to the visiting dealers to be its guests on the evening of Oct. 1.

The Palace Jewels and King Corn's Crown will be on exhibition during the entire evening.



Soldiers' Monument, Peoria, Ill.

Conference of Line Houses.

During the annual meeting of the National Association a conference of representatives of line houses will be held for the purpose of discussing the difficulties under which these houses operate, with reference to their country buyers.

So many unbusinesslike methods are adopted by these buyers that result in the firm getting in the market to their detriment that some action should be taken to protect the elevators' interests against these practices.

Copies of forms, books, reports and other data and system of accounts used by different firms will be shown. The more line companies contributing to this exhibit and represented in the conference, the more beneficial will this move be to this branch of the trade.

Linseed oil recently has been selling lower than at any time for a year past.

Nut growers will hold a national convention at Atlanta, Ga., early in October.



Bird's Eye View of Business Portion of Peoria, Illinois River in Background.

National Association.

Receivers Membership Roll.

Since one year ago the names of a number of receivers have been added to the list of regular members which follows:

ALBANY, N. Y.: Durant & Elmore Co.
ATCHISON, KAN.: Greenleaf-Baker Grain Co.

ATLANTA, GA.: Geo. W. Brooke.
ATLANTA, IA.: L. T. Spangler.
BALTIMORE, MD.: Lederer Bros.

BALTIMORE, MD.: C. P. Blackburn & Co., Thos. H. Botts & Co., Thos. S. Clark & Sons, Chas. England & Co., C. A. Gambrill Mfg. Co., Gill & Fisher, Hammond & Snyder, G. A. Hax & Co., the Wm. Hopps Grain & Hay Co., Kirwin Bros. Grain Co., John C. Legg & Co., Leishear, Boyd & Co., J. A. Loane & Co., Louis Muller Co., Pitt Bros. Co.

BATTLE CREEK, MICH.: McLane, Swift & Co.

BOSTON, MASS.: Geo. F. Reed, Thos. Ronald.

BUFFALO, N. Y.: W. W. Alder, Pratt & Co., Henry D. Waters, S. W. Yantis.

CAIRO, ILL.: H. L. Halliday Milling Co.

CARROLL, IA.: J. R. Whitney.

CHARLOTTE, N. C.: Adams Grain & Provision Co.

CHICAGO, ILL.: Bartlett, Frazier & Co., Calumet Grain & Elevator Co., Chas. Counselman & Co., S. W. Edwards & Son, Eschenburg & Dalton, L. Everingham & Co., Sam Finney, W. A. Fraser Co., Gerstenberg & Co., Glucose Sugar Refining Co., Goemann Grain Co., Hemmelgarn & Co., Hulburd, Warren & Co., W. F. Johnson & Co., Karrick, Gray & Williams, Lasier & Hooper, McReynolds & Co., L. H. Manson & Co., Merrill & Lyon, W. H. Merritt & Co., Mueller & Young Grain Co., W. R. Mumford Co., Northern Grain Co., Nye & Jenks Grain Co., Peavey Grain Co., Pope & Eckhardt Co., Pratt & Buckley, Richardson & Co., Rosenbaum Bros., Rumsey & Co., J. Rosenbaum Grain Co., Scribner, Crighton & Co., Geo. H. Sidwell & Co., Fred D. Stevers & Co., the Illinois Seed Co., Van Ness & Wilson, Ware & Leland, Warner & Wilbur, E. W. Wagner, Weare Commission Co., John West & Co., H. D. Wetmore & Co., Wright & Taylor, Young & Nichols.

CINCINNATI, O.: Collins & Co., Gale Bros., Early & Daniel, the Van Leunen Co.

CLEVELAND, O.: Cleveland Grain Co.

COLUMBUS, O.: Jas. P. McAlister & Co., Tingley Bros., McCord & Kelley.

DAYTON, O.: Shæffer & Boroff.

DECATUR, ILL.: Burks Grain & Elevator Co., Pratt & Co., Suffern, Hunt & Co.

DES MOINES, IOWA: Des Moines Elevator Co., W. F. Morgan, M. T. Russell.

FOSTORIA, O.: The Isaac Harter Co. (P. O., Toledo).

FRANKFORT, IND.: Frankfort Grain Co.

GREENVILLE, O.: E. A. Grubbs Grain Co.

INDIANAPOLIS, IND.: F. M. Murphy & Co.

JACKSONVILLE, FLA.: Kingsley McCallum & Co.

LA CROSSE, WIS.: W. W. Cargill Co.

LAFAYETTE, IND.: Jno. Ross & Co.

LITTLE ROCK, ARK.: T. H. Bunch.
LOUISVILLE, KY.: H. Verhoeff.

MEMPHIS, TENN.: Choctaw Mill & Elevator Co., Davis & Andrews, T. B. Jones & Co., Shanks, Phillips & Co., John Wade & Sons, Webb & Maury, Williams-Fitz Hugh Co.

MILWAUKEE, WIS.: E. P. Bacon & Co., L. Bartlett & Son Co., Franke Grain Co., Milwaukee Elevator Co.

MINNEAPOLIS, MINN.: Great Western Elevator Co., F. H. Peavey & Co., Way-Johnson-Lee Co., Van Dusen-Harrington Co.

NASHVILLE, TENN.: J. H. Wilkes & Co.

NEW ORLEANS, LA.: B. F. Glover & Son.

NEW YORK, N. Y.: Edson & Keen.

PEORIA, ILL.: T. A. Grier & Co., Frank Hall & Co., P. B. & C. C. Miles, Tyng, Hall & Co., Van Tassel & Bunn.

PHILADELPHIA, PA.: M. F. Baringer, E. L. Rogers & Co., A. Judson Stites, S. C. Woolman & Co.

PITTSBURG, PA.: R. D. Elwood & Co.

PITTSBURG, PA.: C. A. Foster, R. S. McCague, D. G. Stewart.

ST. JOSEPH, Mo.: Harroun Elevator Co.

ST. LOUIS, MO.: R. M. Adams Annan, Burg & Co., Ballard, Messmore & Co., Daniel P. Byrne & Co., Connor Bros. & Co., Dayton-Wooster Grain Co., Eaton, McClellan & Co., Funsten Bros. & Co., G. L. Graham & Co., Jno. E. Hall Commission Co., W. B. Harrison Grain Co., Harry Hunter (with Chris Sharp Commission Co.), Langenberg Bros. & Co., Thos. K. Martin (with W. L. Green Com. Co.), Martin J. Mullally (with Jno. Mullally Com. Co.), Nanson Commission Co., O. A. Orvis (with Bartlett Com. Co.), Parrott-Baxter Grain Co., Picker & Beardsley, Siemers & Chisholm, John Wahl Com. Co., P. P. Williams Grain Co., Wright Grain Co.

ST. PAUL, MINN.: Edwards, Wood & Co.

TOLEDO, O.: C. A. King & Co., Reynolds Bros., W. A. Rundell & Co., J. F. Zahm & Co.

TYRONE, PA.: Jno. H. Miller.

VINCENNES, IND.: R. J. Greenhow.

WASHINGTON, D. C.: S. S. Daish & Sons.

WEST CHESTER, PA.: James L. King.

WINNIPEG, MAN.: Frank O. Fowler, secretary Northwest Grain Dealers Association.

St. Louis Will Attend.

St. Louis receivers have been preparing to come in a body and capture all the prizes.

Bands, banners and badges will make their presence known everywhere, and at night they will show what they can do on the stage. They have already reserved one hotel and a section of the Coliseum.

Exhibits of Machinery.

The Peoria Board of Trade has appointed a committee on concessions composed of C. H. Feltman, J. N. Ridge and W. T. Cornelison.

The corridors in the front part of the Coliseum have been set aside for the exhibits of machinery and type samples of the grades of the different markets. A number of machinery manufacturers have already applied for space, so a very interesting exhibit is assured.

Toledo Will Be There.

Toledo receivers are taking more than usual interest in the annual meeting of the National Association. Committees of the Produce Exchange have been at work some time perfecting arrangements and providing regalia.

A large delegation seems to be assured. Chief Grain Inspector E. H. Culver will be on hand with type samples of Toledo grain grades, and Frank Annin, chairman of the Seed Committee, will have charge of the seed samples.



City Hall, Peoria, Ill.

ASKED AND ANSWERED

MISSED GRADE-DISCOUNT.

Grain Dealers Journal: As to the correct basis of settlement in the "Missed Grade" case, suggested by correspondent in issue of Sept. 10, page 263, I would say that the three and one-half cent basis is the correct one.

The track buyer's contention in short is that the damages for a breach of warranty should be assessed at the difference between the actual value, or market value, at the time of the sale and the prices paid. It has, however, been settled by a long line of decisions in courts of high authority in this country that the proper measure of damages in case of a breach of warranty in sales of personal property, is not the difference between the actual value and the price paid, but between the actual value at the time of the sale and the value of the article as it was warranted to be at that time.

Thus, in the case put by correspondent, it is immaterial in assessing damages, what the track buyers paid for the oats. Of course, what is ordinarily paid is taken into consideration in estimating what is the true value, for it is not to be supposed that a man will pay more than an article is really worth. However, it might well be and very often is the case that a shrewd buyer pays less than the real value. Should such a buyer, in the event of a breach of warranty by the seller, lose the benefit of his bargain by limiting the measure of damages to the

difference between the actual value and the price paid? Obviously, such an estimation would be unjust, while on the other hand an estimation according to the rule stated gives the buyer damages irrespective of the price paid, and saves to him the benefit of his bargain, as is plainly his right. The track buyer in this case might have refused to take the oats on their arrival below grade, and rescinded the contract, thus recovering back the purchase price. However, having accepted the oats, the sale became completed at that time, and he must now confine himself to his remedy on the breach of warranty, which will be the difference in value between the market value of the oats at the completion of the sale—which sale was completed in this case upon the arrival of the oats—and the value of the oats in the condition as warranted to be at that time.—44 Ill. App., 630; 66 Ill. App., 213; 153 Ill. App., 210.—Ans. by Mitchell D. Follansbee, 205 La Salle St., Chicago.

NAMES OF MUTUAL INSURANCE COMPANIES WANTED.

Grain Dealers Journal: Please give us names of good Mutual Fire Insurance Companies.—Stege Bros., Matteson, Ill.

We would refer you to any of the mutual companies advertising in this issue. They are all reliable and worthy of your patronage.

WANTS A GRAIN TESTER.

Grain Dealers Journal: I have heard that grain testers are made small enough

to carry in pocket, if it is so, it is just what I want, and I would like to know where I can buy them.—Hawkeye.

Grain testers are made in pint, quart and 2 quart sizes and can be obtained from any firm who handles elevator supplies and machinery.

ARE LAWS GOVERNING WEIGHING OF GRAIN LEGAL?

Grain Dealers Journal: I have seen a letter from Mr. Jas. Neville, Chairman of the Railroad and Warehouse Commission of Illinois, which reads as follows:

United Elevator & Grain Co., St. Louis, Mo.:

Dear Sir:

You are hereby notified that the Illinois Railroad and Warehouse Commissioners have appointed B. T. Bradley Chief, Weighmaster at East St. Louis, Ill., and W. E. Neirgarte as Assistant Weighmaster at your elevators, as provided by the law of the State of Illinois, Sections 186 to 191, inclusive, and that said Weighmaster and Assistant by said law have exclusive control of the weighing of grain and other property in your elevators, and you are hereby notified not to allow any other person or persons to participate in the weighing of such grain and other property in your elevators.

(Signed) James A. Neville, Chairman.

I would like to learn thru the columns of the Journal whether or not the laws of this state governing the weighing of grain are legal, and can fees be collected by the state weighing department if elevator operators refuse to pay them?—S. A. G.

Many grain dealers from the states have been investing in Western Canada farm lands.



Iowa Elevator, Peoria, Ill.

Form of Confirmation.

The great variety of forms used by track bidders in confirming purchases of grain shows that many have been drafted without due consideration to the rights of others and to whether they would hold good in the courts. Some have been declared illegal by lawyers of long experience and acknowledged ability.

Recognizing the advantage of having the same form used by all buyers, and of making that form fair to all concerned as well as free from illegal technicalities, Secretary Stibbens of the Grain Dealers National Association has secured favorable consideration for the form given herewith from a number of track buyers, and several competent attorneys have pronounced it a legal document.

It is intended that the "Confirmation of

likely to be any contention are so clearly stated that there can be only one construction put upon it. To avoid ambiguity is the principal consideration in framing a paper which is to be the basis of business transactions."

Judge Carr of Des Moines, Ia., in a written opinion, says:

"When a contract of purchase and sale has been entered into, with the provision that the seller shall deliver at a specified time, upon default made, the buyer has the option either to cancel the contract, or to affirm the contract and claim his damages, which would be measured by the difference between the contract and market price at the time and place of delivery. A provision to the contract of sale by which the buyer would have the right to extend for an indefinite period the time

general adoption.

Many track buyers have already indorsed the move for uniformity and consider the form presented herewith a good one. The National Association would do well to discuss the proposed form at Peoria next week and to recommend the general adoption of some uniform form.

Lima Bean Growing in California.

While the lima bean is grown in vegetable gardens for local or home use in nearly every state in the Union, its culture on an extensive scale as a commercial product is confined to California. In Ventura county, in the southwestern portion of the state, and in counties adjacent thereto, on the Pacific coast, between 40,000 and 45,000 acres are devoted to the lima bean industry.

The acreage is much smaller than in former years, due to extremely low prices prevailing prior to 1900, to three seasons of drought resulting in crop failure except on irrigated lands, and to the growing of sugar beets on large areas formerly devoted to beans.

The lima, which is a pole bean in other sections of the United States, is grown without poles or other support in the California "bean belt." The vines pile themselves along the rows and bloom and pod profusely unless checked by drought. The beans ripen during September; those grown farthest from the sea ripen first and cure more quickly when cut than those grown nearer the coast.

The crop is harvested by means of sleds with knives attached to the runners and drawn by horses or by the more modern wheel cutters. In from two to four weeks after cutting, the beans having cured, are thrashed, either by steam thrashing outfits which move from field to field, or by the method known as "tramping," which separates the beans by means of horses and carts or other vehicles driven over the vines previously piled on prepared earthen floors, the straw being constantly turned and moved with pitch forks. The latter method, while slower than the former, is said to be not more expensive if the weather is dry.

The average cost of production is in the neighborhood of \$2.25 per cental. When properly cultivated, from 1,200 to 1,500 pounds can be produced per acre on good land in favorable seasons; in the best localities as high as 2,000 pounds per acre have been grown. The prices realized by the growers fluctuate considerably. The crops of last and the present season will probably average \$4.00 per cental, yielding handsome profits.

Accurate statistics of production are not obtainable, says the government Crop Reporter, but the estimated yield last season was 550,000 sacks of 80 pounds, and it is believed that this year's production will equal, if it does not exceed, that of last year.

The "Rabi," or what we call the "winter crop," is planted in India in October and November, gets its start from the moisture held in the soil from the monsoon, and is nourished either by irrigation or the winter rains. It is generally harvested in the month of February, and is superior in acreage, yield, and quality to the summer wheat crop, called "Kharif, which is sown in the month of June or just before the monsoon rains.

The first iron furnaces in the United States to be driven exclusively by gas engines are those being erected at Buffalo, N. Y., by the Lackawanna Steel Co.

CONFIRMATION OF CONTRACT

CONFIRMATION OF PURCHASE.

.....19—

We confirm purchase of you this date, at cents per bushels of bushel, track weights and inspection, shipment days.

Seller to pay the customary charge for weighing and inspection if weighed and inspected where such charge is provided to be made.

If seller fails to deliver within time specified buyer may cancel contract, or he may affirm it and charge seller with difference between the market price on date of contract and the market price, if higher, on the first business day after the expiration of the time of shipment, or he may extend the time of delivery not exceeding 30 days. If seller again defaults, buyer may cancel contract, or hold seller for market difference as before stated, to be determined by the market price on first business day after the date to which time of delivery has been extended.

Same day grain is shipped, mail invoice, giving point of shipment, car number contents in bushels, date and price of contract and amount of draft made against shipment. Make draft, bill of lading attached, each car separate, allowing sufficient margin for contingencies of weight, grading, etc.

Bill to

Any grain not grading as sold, will be accepted on contract at market difference on day of inspection.

Any surplus grain shipped over and above contract, adjusted at our bid day of unloading.

Yours truly,

Purchase" sent to seller by buyer shall be accompanied by a duplicate copy in blank for the seller to fill in, sign and return to buyer. The duplicate copy differs from the original only in the name, which is changed to read "Confirmation of Sale," and the third and fourth words of the first line are changed from "purchase of" to "sale to."

Jay A. King, President of the Iowa Association, after giving the form presented herewith careful consideration, writes:

"In my opinion the form of confirmation of contract is all right, or as nearly so as we are likely to get it, with possibly one exception. That is in regard to what market shall be taken as a basis for the market difference in case of dispute. It would seem proper to base the difference on the market which most nearly makes the selling price at the point where the grain sold is located. Without something in the confirmation covering that point, there might arise a difference of opinion difficult to determine. With that thought in view, I have framed a clause which if satisfactory might be printed in small type in the confirmation, and not require much space. It is as follows:

"The market difference herein referred to shall be the difference in the market price at such terminal market as most largely dominates the territory from which the original shipment of the grain herein specified, is to be made."

"With that clause added, the paper will in my judgment be as nearly right as we are likely to get it. Of course, something may occur later to make a change desirable, but I believe points on which there is

of delivery, he then to have the option to cancel or claim damages for a second failure to deliver, would, in our judgment, in law be invalid. The time to which the extension might be made being unlimited, leaves the contract indefinite and uncertain. We do not think it could be enforced.

"To cancel a contract is to repudiate it. While the buyer has the right to do this on default made by the seller, a repudiation of the contract would not give the buyer a right to collect damages. As above stated, the buyer's option is to cancel or repudiate the contract, or to affirm it and claim damages because of the seller's default. We suggest the following as a proper wording of the provision, which would give the buyer the desired option:

"If seller fails to deliver within time specified, buyer may cancel contract, or he may affirm it and charge seller with difference between contract and market price at the time and place of delivery, or he may extend time of delivery 30 days. If seller again defaults, buyer may cancel contract or hold seller for difference between contract and market price on day to which time for delivery has been extended."

Surely no one can doubt the advantage to the entire trade in the adoption and use of uniform forms for contracts. If only one form were used, misunderstandings would be inexcusable and less frequent.

Let the form given herewith be known as the Association Form of Confirmation, and every shipper will readily assent to its

GRAIN TRADE NEWS.

CANADA.

Messrs. George and Hastings are erecting a 115-barrel flour mill at Lumsden, Assa.

Elevator A at Fort William, Ont., has been repaired and is ready to receive grain.

Farmers' deliveries of wheat in Manitoba this week were at the rate of 500,000 bushels per day.

The farmers have begun the erection of their elevator at Pilot Mount, Man., on the C. P. R.

The Winnipeg Grain Exchange has purchased a site for its future home, to be built five years hence.

Government ownership of elevators was advocated at a recent meeting of the Moose Jaw Agricultural Society.

A meeting of the Ontario Grain Standards Board was set for Sept. 23, to fix the grades east of Port Arthur, Ont.

The Canadian Pacific Railway will not reduce its grain rates to meet the 2-cent cut by the Canadian Northern Railroad.

The Prince Albert Elevator Co. is equipping its elevator at Prince Albert, Saskatchewan, with a 12-h. p. gasoline engine.

Wood Bros. of Brantwood have rented an elevator at Norwich, Ont., and with S. Kelso as manager, have opened for business.

The Canadian Pacific Railway has increased the number of box cars available for handling wheat 30 per cent over last year.

A. E. Cameron of Melita, Man., is erecting a 30,000-bushel elevator near Lyleton, at the new townsite on the Waskada branch.

At the annual meeting of the Dominion Millers, Sept. 4, argument was made for an export duty on wheat and a premium bonus on exports of flour.

J. E. McBride, a former buyer for the Lake of the Woods Milling Co., has been secured by the Farmers Elevator Co., as manager at Souris, Man.

The controversy between Hood & Sons and the Macdonald Engineering Co. over the pile driving at the new elevator at Fort William, Ont., has been adjusted.

F. C. May, formerly manager for the Farmers Elevator Co., at Litchfield, Minn., is now traveling superintendent for the Canadian Northern Elevator Co. of Winnipeg, Man.

A recently formed local company has purchased the elevator formerly operated by the Northern Elevator Co. at Carberry, Man., and will continue the business with John Lourie as manager.

Mr. Newell, buyer for the Lake of the Woods Milling Co., and F. Reeves, buyer for the Ogilvie Mills Co., at Moosomin, E. Assa., have been transferred to other points, Mr. Newell going to Arden and Mr. Reeves to Yorkton.

At the recent meeting of the Dominion Millers Association the central wheat buyer reported that during the year he had bot 1,664 cars of Manitoba wheat, 155 cars Ontario wheat, 31 cars corn, 4 cars, oats, 7 cars barley, 4 cars rye, 1 car bran.

The large crops of Manitoba wheat the past two seasons have assured the British millers that they can depend on

this source of supply in coming years; and, as the grain is becoming better known under its name, the market for it is fast improving.

Thos. Law of Alexander & Law Bros., millers, while out hunting near Brandon, Man., was shot, and a lady companion fatally wounded, by an enraged farmer, who, when he saw the consequences of his rash act, took poison, and died in a few minutes.

Twenty-eight Finlanders employed on the tile elevator which Barnett & Record are erecting for the Canadian Northern Railway at Port Arthur, Ont., quit work recently on account of objections to the foreman. The difficulty was adjusted promptly and work resumed.

The Truesdell Elevator Co. of Minneapolis will open offices in the Grain Exchange Building, Winnipeg, with T. A. Brann, manager, and R. H. Maple, superintendent, to look after their Canadian business. Elevators are now being erected at Coulter and Lyleton for this firm.

Charles Harman, foreman of the farmers' elevator at Pilot Mount, Man., while working at the top of the building Sept. 17, missed his footing and fell to the bottom of the bin, a distance of about 40 feet. His left shoulder and arm were crushed, and he sustained various other injuries.

Two elevators and a flour mill and warehouse, owned by Rogers Bros. at MacGregor, Man., were destroyed by fire on the morning of Sept. 7. The office and books and the contents of the mill were saved, but the grain in the elevators and some 200 cords of wood owned by the firm was included in the loss of about \$35,000. Insurance, \$18,000.

W. L. Parrish and W. J. Lindsay have renewed the partnership which existed until two years ago, when the former became secretary of the Northwest Grain Dealers Association, and will operate the elevators owned by them and build others. Mr. Parrish will be located at Winnipeg and Mr. Lindsay at Brandon, Man., where he will act as general superintendent.

The department of agriculture of the Northwest Territories reports the crop area Sept. 1 as: Wheat, 585,576 acres; oats, 276,942; barley, 30,022, or a total crop area, 392,540. The expected yield: Wheat, 14,649,500 bushels; oats, 10,725,500; barley, 844,000; total, 26,219,000. This shows an increase of 136,573 acres, and nearly 2,890,000 bushels, respectively, over the actual crop of last year.

The delay in the dock work required for the new elevator at Montreal, Que., is due to the failure of the Harbor Board to agree with the Steel Storage & Elevator Construction Co. for this extra work, which was not contemplated in the contract. Mr. Weber of the Construction Company is willing to do the work, and at the price of \$95,000 offered by the Commissioners, but feels that he should not be held responsible for the maintenance of the docks after once having completed the work.

D. Horn, chief grain inspector, on his return from a recent visit to Fort William, said the elevators at that place were empty. "This is just what is wanted at

this time. We are a month ahead of last year, so far as the weather is concerned, and with a continuance of the present weather much will be accomplished by the railways in the next ten days. If enough bottoms can be secured on the lakes I do not see why there should be any grain blockade. In fact, the conditions could not be better than they are at present. By the time navigation closes the elevator capacity at Fort William will be sufficient to take care of an enormous amount of wheat, and the capacity at country points is far in excess of last year." Mr. Horn stated that no changes would be made this year in his method of inspection. He did not believe it would be necessary to put on a larger staff of men than he had last year when about twenty were employed here in collecting samples for inspection. His staff are now being kept very busy as the number of cars coming in is increasing daily.—Winnipeg Free Press.

WINNIPEG LETTER.

The Bank of Hamilton's business among the grain trade has increased to such an extent that it has found it necessary to open a branch in the Grain Exchange building.

C. A. Young, M. P. P., president of the Grain Exchange, was out at Deloraine this week, where he has four elevators. He found that every one was already full of wheat—about 180,000 bushels.

H. Swinford, general agent of the Northern Pacific Ry., has returned to Winnipeg from a trip to Manitou. He says there has not been any damage to the wheat or other grain in that district and never since he has been in the country has he found the outlook so good.

The Canadian Pacific Ry. has not given any answer to the grain men who waited on the officials a short time ago requesting a reduction of two cents in the freight rate on grain. The Canadian Northern Ry. is hauling grain at 12 cents per hundred and the C. P. Ry. is charging 14 cents.

Elevators are now full to the roof at Deloraine, Portage la Prairie and other points and shippers claim they are unable to get cars from the railways. The railway companies on the other hand claim that they have cars to spare, but there is no wheat being offered them.

Prices throughout country points have been good so far. Farmers are getting 60 cents for No. 1 hard wheat and 57 cents for No. 2 northern. As the price of No. 1 hard in store at Fort William has been 70¼ cents on an average since the crop commenced to move this is considered a very good figure in the country.

The construction of railway elevators at Fort William to meet the coming demand for space is being rushed day and night and the C. P. R. has found it necessary to have its men work on Sunday. The elevator capacity at the lake front will be double what it was last year, but this will be little enough to relieve the congested state when country elevators become full.

T. L. Morton, M. P. P., of Westbourne, and a prominent member of the Winnipeg Grain Exchange, has recently returned from England and Ireland. He states that to a Manitoban it is now particularly impressive to see Manitoba wheat sold by the grade and not by sample as formerly, and to see it listed on the big markets on the same ground as wheat from the United States, the Danube, Russia and the Argentine.

The movement of the fall crop is now well under way. Up to date a total of

1,383 cars have been inspected at Winnipeg. This means 1,175,550 bushels, which includes all shipments over the C. P. R. and C. N. R. to Port Arthur, Fort William, Duluth or other points south via Emerson. Along C. P. R. points up to date 1,877,000 bushels of wheat have been marketed. Wheat is being marketed along this line at the rate of 250,000 bushels a day, but next week it is expected to come forward at the rate of 500,000 bushels daily.

The final crop report of the Canadian Pacific Ry. was issued on Saturday. It indicates that 95 per cent of the wheat along its line is in stook and a good deal of it in stack. Threshing is general, and profiting by last year's experience, farmers are threshing from the stack and taking no chances. Frost is reported to have done some damage in the extreme west, but 25 per cent is the most that any district complains of. Sinaluta, Balgonie, Qu'appelle, Manor, Indian Head, Wapella and Birtle were the worst sufferers.

John Thompson, of Thompson Sons & Co., grain exchange, report on the condition of trade that if the movement becomes large and outside prices do not advance values here are liable to decline a little, although taking the general breadstuffs situation into account, they look for no material change in values in the near future. On Thursday last a move was made to press wheat on the market and a good deal was sold for October delivery at 69½¢ for No. 1 hard and 67½¢ for No. 1 northern in store at Fort William and Port Arthur. This weakened the price of September delivery and dealers would not pay 69¾¢ for No. 1 hard spot at Fort William.

The general opinion all over the west is that the Northern Pacific Ry. will come into Manitoba again; but as a matter of fact, there is no ground for this talk beyond the ever present one that more railway facility is an absolute necessity to the progress of the province. The country is now a network of railways, but the outlet for grain through Port Arthur and Fort William is considered insufficient. As most of the shipping has to be done during two or three months in the fall it cannot be expected that two railroads can handle it all. It is not unlikely then that the question of shipping via Duluth and other American inland ports will soon become a live one and may eventuate in the consideration of a project to bring back the Northern Pacific.

General Superintendent Leonard of the Canadian Pacific Ry. has been out over the system on a ten days' trip of inspection. He went as far as Prince Albert and stated that with a week of fine weather the farmers would have finished the bulk of the threshings. The scarcity of harvest hands has been a very serious drawback this year. The yield per acre will be much larger than was at first estimated. He believes that 25 bushels to the acre is a very conservative estimate, as in a large number of cases 30 bushels to the acre was expected and actually shown in the threshing returns. Marketing is going on fast enough, but elevators are filling up because shippers do not send out their stuff. Only about half of what has come to elevators has been shipped to Fort William.—S. M. F.

CHICAGO.

W. E. Idler, grain sampler with Seth Catlin, is at home, suffering from a severe case of mumps.

The Bank of Montreal will gain about \$75,000 interest upon the margins tied up

in the oats deal under the decision of Judge Chytraus.

The National Cereal Milling Co. is contemplating establishing a corn mill at Cragin, Ill., one of Chicago's suburbs.

McNaughten Wright, a trader until recently employed by Lester-Kneeland, is being investigated by a special committee of the Board of Trade.

For throwing paper bags filled with water at one another Frank Tilden and Harry Hathaway were suspended from the Board of Trade for one week.

Frank E. Gulick, who has been with Montague & Co. for the past eight years, is now with the Calumet Grain & Elevator Co. He will look after the receiving business.

The Howard Transportation Co. will establish a barge line for grain transfer between Chicago and South Chicago elevators, to do work that hitherto has been done by railroads.

John J. Gardner, formerly employed by A. V. Booth & Co., was expelled from the Board of Trade Sept. 16, for irregular trading. The boy was one of the youngest members.

Arthur R. Sawers is becoming a globe-trotter, having covered 50,000 miles. He started for Old Mexico with Mrs. Sawers and has just returned with a real greaser tan. Look at it.

The directors of the Board of Trade postponed hearing charges against Robert J. Thorburn, when his attorney raised the point that the Board had no jurisdiction over a member who had been suspended.

William T. Carrington, president of the Central Elevator Co., has petitioned the circuit court for a license to operate Central Elevator A, located on the Illinois Central road in Chicago, as a public elevator.

George R. Nichols has purchased the interests of John J. Bryant in the Alton Grain Co. and the Atlas Elevator Co. and the directors of both firms are now George R. Nichols, president; George A. Seaverns, Jr., first vice president, and James E. Munroe. J. J. Bryant retired to enter business on his own account and with others will form the firm of J. J. Bryant & Co.

No decision of the courts has ever met such a universally unfavorable reception among Board of Trade members as that of Judge Chytraus. Jas. H. Milne says: It would destroy the foundation upon which every contract made upon the Board stands. W. T. Baker: If the decision is good law, or whether it is good law or not, it is an invitation and an encouragement to dishonest dealers to default on their contracts.

If the Supreme court also decides that the Board of Trade has no jurisdiction over property contracts unless submitted by both parties, many members fear that the Board's authority to compel business-like trading will be gone. If defaulters can resort to the courts when the market goes against them, and take advantage of the law's delays, then responsible merchants will prefer to transact their business elsewhere, or directly with gentlemen who are known to pay their debts.

Chicago dealers will go to the annual meeting of the Grain Dealers National Association via the Rock Island, which has granted a rate of one fare for the round-trip from all points on its lines to Peoria. Hence it will be the popular route. It has four trains each way between Chicago and Peoria. Leaving Chicago at 8:32 a. m.; 1:00 p. m.; 6:05 p. m., and 11:30 p. m., its trains arriving in Peoria at 12:30 p. m.; 6:25 p. m.; 10:20

p. m., and 6:55 a. m., respectively. Those desiring berths should have them reserved in advance.

After waiting two weeks for the companies to grant their demands the 125 men employed in the grain elevators at South Chicago quit work on the morning of Sept. 10. The employees asked that 10 hours be made a day's work, that overtime be paid as time and one-half, including holidays, except Labor Day, when no work shall be done. While the men were out their representatives had a heated argument with the superintendents of the elevators, and on the afternoon of the same day the men went back to work, having secured the recognition of their union, and all their demands.

Judge Chytraus' decision in the July oats corner injunction cases was given Sept. 13 and is a complete victory for Waite, Thorburn & Co., who are sustained by the court in their refusal to settle their defaulted contracts at the price fixed by the Board of Trade. Unless both parties agree to abide by ruling of the Board's committees the Board cannot adjudicate contracts between members of the Board in which money is involved, says the court. The injunction restraining the Bank of Montreal from paying over the margins in question is made permanent. An appeal has been taken, and it is hoped the Supreme Court will be reached in two years. The decision does not prevent any firm taking steps to recover money tied up in margins, by bringing suit in the regular way, when it would be the province of a court to determine whether a corner existed, and the legitimate settlement price.

ILLINOIS.

Daly Bros. will build an addition to their elevator at Philo, Ill.

P. Steiner is acting as agent for Rogers, Bacon & Co. at Randolph, Ill.

Marsh & Wood are not engaged in the grain business at Caton Farm, Ill.

H. Boklof and Graham Bros. have recently purchased an elevator at Durand, Ill.

H. R. Sawyer has succeeded Fred Griner as agent for Rogers, Bacon & Co. at Cornell, Ill.

C. H. Adams of Medora, Ill., is fitting his elevator with much better facilities for handling corn.

Ed. Hazenwinkle, formerly with the Hazenwinkle Grain Co., Heyworth, Ill., was in Chicago last week.

W. H. Fenton was in Chicago last week looking for a buyer for his elevator at South Wilmington, Ill.

The New Holland Grain & Coal Co. of New Holland, Ill., has increased its capital stock from \$4,400 to \$10,000.

The United Elevator & Grain Co. will enlarge the warehouse in connection with its elevator at East St. Louis, Ill.

H. R. Sawyer, Cornell, Ill., Sept. 13: Light frost was noticeable in low places this morning, but no damage was reported.

Work has begun on a 20,000-bushel elevator at McDowell, Ill. The plant will cost \$3,200 and be completely equipped with machinery.

The Drake Elevator at Murrayville, Ill., has been repaired and now work has been transferred to the elevator owned by Greenleaf & Co.

J. E. Hawthorne of Bloomington has purchased the elevator at Parnell, Ill., of F. L. Ream and placed Pearl Hawthorne in charge.

The Neola Elevator Co. has purchased for \$5,000 the elevator at Stillman Valley,

Ill., of G. J. Reeverts, who will be employed as manager.

The Corn Products Co. has opened its plant at Rockford, Ill., after 9 months' suspension of operation. The plant will run at full capacity.

D. H. Stuhr of the D. H. Stuhr Grain Co. has been at West Hammond, Ill., superintending the improvements on the Hawkeye Elevator, of which the firm has control.

F. M. Black, formerly manager for the Farmers Elevator Co. at Wapella, Ill., has succeeded Edward Hasenwinkle as manager of the Hasenwinkle Grain Co. at Heyworth, Ill.

Joseph W. Maddux, who for several years after the Civil War engaged in the grain business at Carlyle, Ill., died at his home near Carlyle, Sept. 17, at the age of 77 years.

Philip Weiser, president of the Weiser-Costello Grain Co. of Stonington, Ill., died Sept. 16, aged 67 years. He was born in Germany and came to America at the age of three years.

Thos. Shapland of Eylar, Ill., informs us that the Illinois Central is replacing its horse power houses at Charlotte, Griswold, Eylar, Pontiac and Greymont with new brick engine plants.

The Pratt Cereal Mill Co. of Decatur, Ill., has changed its name to the Pratt Cereal Oil Co. and increased its capital stock to \$600,000. Those interested in the company are F. M., R. E. and Riley Pratt.

The Illinois Railroad & Warehouse Commissioners have placed a chief and two assistant weighers in the elevators at East St. Louis, Ill., in the persons of B. T. Bradley, A. J. Widicus and W. H. Holbrook.

B. F. Traxler informs us that R. M. Livingston has purchased the elevator of Samuel Wylie on the Santa Fe road at Minonk, Ill. Mr. Wylie after 29 years in the grain trade will retire from active business life.

A large elevator at Nelson, Ill., is being rapidly pushed to completion by the C. & N. W. road. The power house will be built separate from the main building and the whole plant will be thoroughly fitted with suitable machinery.

C. H. Adams, Medora, Ill., Sept. 22: Corn crop here first-class; wheat nearly all threshed; never had such a yield as this year; 30 to 40 per cent in farmers' hands; corn out of reach of frost; we look for a good trade this winter.

George A. Potter of Denrock, Ill., writes: Some one listed me as a grain dealer at Denrock, Ill. I am a farmer and don't have anything to do with the grain business, and am much annoyed by the large amount of advertising sent me.

Fred S. Larison has purchased the elevator at Panola, Ill., of F. L. Ream for about \$8,500. Mr. Larison has been in the grain business for four years and owns two elevators at El Paso. The elevator recently purchased at Panola has a capacity for 65,000 bushels of grain.

J. M. Current's elevator at Homer, Ill., containing about 9,500 bushels of oats and 100 bushels of corn, was destroyed by fire on the evening of Sept. 17. Total loss about \$9,500; insurance on grain \$4,500, on building \$2,500; leaving a net loss of \$2,500. Mr. Current will rebuild at once.

Richard Arnold met with a serious accident while at work on an elevator at Sands, Ill., Sept. 6. He was placing a belt when one end slipped striking him on the head. He fell eight feet hitting his head on a beam when he was caught

by one of his fellow workers. Medical assistance was rendered immediately.

Theo. P. Baxter, of the Pratt-Baxter Grain Co., Taylorville, Ill., Sept. 13: Had quite a frost past two nights but no serious damage done to corn; however, can say that cereal has lost its early position owing to rains and too cool weather the past month; many farmers say yield will not be nearly so large as estimated; ears not large and many nubbins.

A nail in one of the grinders started a fire in the David Oliver Oatmeal Mill at Joliet, Ill., on the afternoon of Sept. 19. The fire rushed up the chutes to the dust room causing an explosion, completely wrecking the upper part of the building and damaging other parts. Automatic sprinklers flooded the building, ruining several thousand bushels of oats. Loss about \$5,000.

Robert Irvine, the veteran grain dealer at Apple River, Ill., died Sept. 13, aged 70 years. In 1860 Mr. Irvine and his brother entered the grain and merchandise business at Apple River. In 1897 the partnership was dissolved, Robert continuing the grain business and his brother taking charge of the merchandise branch. He was known for miles around for his sterling integrity and his business was a complete success.

The fire in McClure & Brotherton's elevator at Guthrie, Ill., on Aug. 24, caused them about \$6,000 loss on building and \$1,500 on grain. Insurance on building \$4,000; on grain nearly enough to cover loss. The firm will continue business at the old elevator for a while, but the burned plant will be rebuilt. The contract has been awarded to G. T. Burrell & Co. for the frame building with shingle roof and a fire-proof engine room. The elevator will have a capacity of 40,000 bushels, two stands of elevators, a 500-bushel hopper scale and Howe Scales. A gasoline engine will furnish power. The entire plant will cost about \$6,000 and will be complete by Dec. 1.

J. Bruce Magee and Redman Bros. have purchased a site at Cairo, Ill., for the erection of a 50,000 bushel elevator. Both the M. & O. and the Illinois Central will furnish switches. Mr. Magee and W. A. Redman were formerly connected with the H. E. Halliday Milling Co. The site contains about eight acres; and tracks to accommodate 160 cars will be laid and owned by the company. The plant will be built on piling covered with concrete and masonry and will be equipped with two legs, two 1,400-bushel hopper scales and two loading spouts. A brick power plant will be erected for the 125-h. p. Corliss engine. It is expected that the plant will be completed by Jan. 1.

The disappearance of Harry Stuart, one of the members of the company, was the first intimation of the failure of the Fulton Grain & Produce Co. of Fulton, Ill. It was declared that he had taken \$1,200 of the firm's money with him and an investigation of the case showed the company's liabilities to be about \$2,000. John DeWeerd, father of Claus DeWeerd, the other member of the firm, assumed the notes of the firm mortgaging his property to obtain the money. Mr. Stuart was followed, arrested at Janesville, Wis., on the charge of embezzlement and brought back to Fulton where he was held under \$2,000 bonds until Sept. 8, when his case was called. As no one appeared to support the charge the case was dismissed. The many friends of the partners are rallying to their support but the business will probably not be continued. Speculation is thought to have been the cause of their failure.

INDIANA.

T. J. Lewis of Roann, Ind., was in Chicago last week.

Albert Boling, Adams, Ind., Sept. 19: Corn crop excellent, ripening up fine.

Brazil Price, grain dealer at Farmer-ton, Ind., died Sept. 11, of typhoid fever.

Albert Boling will build a 10,000-bushel addition to his elevator at Adams, Ind.

The elevator which Dr. Wood is building at Nevada, Ind., will soon be completed.

The elevator which Frank Pence is erecting at Penceville, Ind., will have a capacity of 60,000 bushels and cost about \$8,000.

Indiana dealers propose to nominate a Hoosier for president of the Grain Dealers National Association at Peoria next week.

Several prominent farmers in the vicinity of Wea, Ind., are interested in the organization of a company to erect an elevator at Wea.

The Dickson Grain & Coal Co. of Plainfield, Ind., has placed its order for a sheller for its house at Whiteland, Ind., with A. S. Garman & Sons.

The Uniondale Elevator Co. will soon begin the construction of a \$4,000 elevator at Uniondale, Ind. It will be equipped with the latest machinery.

Phares & Dewees are just completing a new corn elevator at West Middleton, Ind., equipped with all new machinery and various modern improvements.

The Winchester Elevator Co. has been incorporated at Winchester, Ind., with \$8,000 capital stock. Incorporators: B. P. Harris, T. C. Hopkins and others.

John Wilson of Roachdale, Ind., has awarded the contract to the Reliance Mfg. Co. for repairing his elevator at Barnard. More bins and new machinery will be put in.

Messrs. Schultess, Bertrand and Kingsbury are building an elevator and coal sheds at Garrett, Ind. The engine has been installed and the machinery will be soon put in place.

The Piel Bros. Starch Works at Indianapolis, Ind., will be greatly enlarged. New buildings will be erected upon a part of the 36 acres of land recently purchased. A vast quantity of corn will be consumed.

The Indiana Harbor Co. has been incorporated at Jersey City, N. J., with \$300,000 capital stock to build and operate grain elevators. Incorporators: Frederick K. Seward, Even D. Dudley and K. J. McLaren.

C. W. Hartley (Uncle Charley) of Goodland, Ind., who was wound up in the car puller rope of the elevator at that place is getting along nicely despite the fact that he is 68-years young. It was found necessary to amputate his left leg above the knee.

J. C. Hadley, Windfall, Ind., Sept. 19: Corn crop now safe from frost; expect to harvest largest crop ever harvested in central Indiana; Tipton county can boast of an average of 65 bushels of corn to the acre; new corn will begin to move in about four weeks.

In the burning of his elevator at State-line, Ind., Sept. 6, M. A. Current suffered a severe loss. About 20,000 bushels of oats, 1,500 bushels of wheat, and 3,000 bushels of corn were destroyed with the building, making a total loss of \$25,000 with only \$4,000 insurance.

O. W. Bowman and F. H. Beck have purchased the elevator at Advance, Ind., of Morrison & Finch, and will continue the business under the firm name of the Advance Grain Co. Morrison & Finch will still operate their elevator at Le-

banon and are expecting a good business in corn this season.

T. J. Lewis has taken his brother as a partner in the grain business at Roann, Ind., and business will be continued under the firm name of T. J. Lewis & Bro. They have given their elevator a general overhauling and installed a Western Sheller and Constant Dump and will put in a gas engine.

C. A. Bissell: All dealers present at the association meeting in Fort Wayne, Sept. 18, report that farmers are very busy; very small receipts of grain; no clover seed to speak of; may get some seed later; corn injured on all the low lands by frost of 14th; very large percentage of the corn was made or nearly so; wheat sowing commenced but somewhat backward; plowing not all done; plenty of rain for good plowing. Better advise farmers to let corn mature well before cutting up; it will be bushels in their yield to the credit column.

The Northern Division of the Indiana Grain Dealers Association held a meeting at the Oliver hotel, South Bend, Ind., Sept. 12, to arrange for the trip to the annual convention of the Grain Dealers National Association Oct. 1, 2 and 3. It was suggested that H. G. Thayer of Plymouth be delegated to attend the meeting of the National Association as the representative of the Division. The Grain Dealers National Mutual Fire Insurance Association came in for favorable discussion. Among those present were E. H. Wolcott, president, and S. B. Sampson, secretary, of the State Association; H. G. Thayer, Plymouth; J. B. Rupel, LaPorte; J. A. Wambaugh, Rolling Prairie; Chas. H. Lindner, Valparaiso.

The Northwestern Ohio & Eastern Indiana Grain Dealers Association met at Hotel Bliss, Bluffton, Ind., Sept. 11, and held an afternoon meeting which was very enthusiastic. A number of very important matters came up, were discussed and satisfactorily disposed of. Representatives from all parts of the Association were present. Some new faces present and became members. They saw the benefits of association work. Some differences arise but are quickly adjusted by the traveling man. Those present from Indiana were Wm. Walker, Poneto; Nelson & Arnold, Montpelier; A. N. Acker, Pleasant Mills; James W. Sale, Bluffton; E. L. Carroll, Decatur; C. G. Egly, Berne; from Ohio, C. A. Bissell, Antwerp; Grant Pollock, Middlepoint; Thos. Ireton, Van Wert; W. C. Morgan, Venedocia. Meeting adjourned to meet at Hotel Randall, Fort Wayne, Ind., Sept. 18.

The Northwestern Ohio & Eastern Indiana Grain Dealers Association met at Hotel Randall, Ft. Wayne, Ind., Sept. 18. Ohio dealers present were: H. C. Tinkham, Latty; DeWitt Whitney, Oakwood; B. Herzer and Peter Ireton, Paulding; Wm. Green, Cecil; Jas. Smith, C. A. Bissell and J. L. Pockock, Antwerp; H. G. Pollock, Middlepoint; W. Dull and R. C. Miller, Celina; W. C. Long, Convoy; Dale McMillen, Van Wert, and Leroy Churchill, Toledo. From Indiana: President E. L. Carroll, Decatur; Secretary C. G. Elgy, Berne; S. B. Sampson, secretary Indiana Grain Dealers Association, Indianapolis; M. Neizer, Monroeville; Menno Yaggy, Woodburn; Linck Combs and Moses Myer, South Whitley, and Ed Wasmuth of Roanoke. Many topics came up for discussion, including the best methods of handling the corn crop. S. B. Sampson arrived after the meeting adjourned. Many regrets were expressed

on account of his train having been delayed. The meeting was very interesting and a success in every feature.

INDIANA LETTER.

Baum Bros. at Sweetser, Ind., are the regular dealers.

D. A. Platz runs a mill and elevator at Shipshewana.

Wilbert Hawkins has succeeded Henry Rommel, Jr., at Atkinson.

Mr. Sloan has been doing a scoop shovel business at Ashgrove.

Mr. Dash, who runs a general store at McGrawsville, Ind., is also doing a scoop shovel business.

John L. Stonestreet has been doing a scoop shovel business at Cedar and LaOtto for account of S. Bash & Co., at Ft. Wayne.

Grell Bros., millers at LaOtto, also have an elevator in connection, which is leased by Raymond P. Lipe of Toledo and they are buying for his account.

McFarland & Losch, who were for a short time the successors of Samuel & Company at West Lebanon, have retired from the business, Mr. Losch having returned to Saratoga.

H. D. Ridge has succeeded Samuel & Co. at West Lebanon. Mr. Ridge is a dealer from Iowa and speaks well of the association work in that territory, also very highly of Mr. Wells.

Thursday, Sept. 25, a meeting of the Central Indiana Division is held at Kokomo in the Clinton House, to transact important business and make final arrangements for the Peoria Convention.

A meeting of the dealers in Lake, Porter, La Porte, St. Joseph, Elkhart, Marshall, Fulton, Starke and Jasper counties was held at Valparaiso Wednesday, Sept. 24, in the New Central hotel.

L. J. Miller Grain Company has succeeded L. J. Miller at Auburn. Mr. Miller is recently deceased but the business will be continued as formerly with Mr. Frank Borst, his son-in-law, as manager.

Indiana grain dealers who have not arranged for transportation to the convention of the National Association at Peoria, Ill., should at once write to S. B. Sampson, secretary of the Indiana Grain Dealers Association, Indianapolis, stating their willingness to concentrate at Indianapolis to get up a party of 200 Indiana dealers, and thus obtain low rates of transportation.

Thursday, Sept. 11, the Central Indiana Division met at the Clinton House, Kokomo, Ind. Important business was transacted, but final action on some matters was deferred until the meeting called for the 26th. Officers of this Division for the ensuing year were elected. Hon. Geo. C. Wood of Windfall was re-elected president and A. F. Files of the firm of Woodbury & Files of Muncie was elected secretary.

A meeting of the dealers in the vicinity of Columbia City was held on Tuesday, Sept. 9, and the conditions there thoroughly discussed. This place has been a very arbitrary one in getting into line and the meeting resulted only in a partial success. As yet none of the dealers at that point have been persuaded to take part in association work. They promised faithfully to be in attendance at the meeting in Ft. Wayne Thursday, Sept. 18, but for reasons best known to themselves were not on hand.

S. B. Sampson, secretary of the Indiana Grain Dealers association, spent the first week of September with the country dealers at West Lebanon, State Line, Hedrick and Alvin, Ill., adjusting local troubles

and went from there to Portland, Ind., where local troubles at Ridgeville and vicinity were given attention. While there he also attended the meeting of the N. W. Ohio and Eastern Indiana Association at Portland. He then went to Peru, Wabash, North Manchester, Auburn and Waterloo where there were local matters of importance to the dealers at these points that required adjustment. Wednesday, Sept. 10, there was a meeting of the dealers in the vicinity of Veedersburg at that place and business of importance discussed and transacted. There was only a fair attendance. These meetings are of more importance to the dealers than some of them seem to think. In order for any matter that is being considered to be disposed of, it is important that all the dealers in the vicinity be present, and their views be considered before final action is taken. Whenever a local meeting is called in any vicinity in the future, it is to be hoped that everybody will make an effort to attend.

The Indiana Grain Dealers Association now has a membership of about 255 dealers, representing over 400 stations, or about 40 per cent of the entire number of elevators in the state. The remaining 60 per cent who are not members, it is desired to enlist in the work and the association. They will find no better medium for the advancement of their mutual interests and protection of their individual business in the terminal markets. They will make no mistake in at once enlisting their names in the above named association and preparing to attend with the other members, the annual meeting of the Grain Dealers National Association, which will be held in Peoria, Ill., Oct. 1, 2 and 3. They will meet representatives from all the terminal markets at this meeting and will gather considerable information from the acquaintances thus formed and papers read before the convention. Any communication relative to becoming a member of this association will be promptly answered by S. B. Sampson, secretary, Room 21, Board of Trade, Indianapolis, Ind.

The Grain Dealers National Mutual Fire Insurance Company, with headquarters, at Indianapolis, is just what the country dealers have been wanting, as is demonstrated by the large number of inquiries for rates and survey blanks which are coming in on every mail. They now have an inspector in the field and expect to put another one to work in a short time. Under the laws they cannot write a policy until after they have secured a charter, but they are in position to place insurance for country dealers in line companies and will cancel these policies and issue their own as soon as the charter is granted, guaranteeing to the assured that the cancellation in the stock companies will be made at the pro rata amount of the premium earned. In this manner the country dealers can afford to place their expirations with the new mutual and thus place themselves in position to receive the same mutual benefits as the balance of the charter members. They will be represented at the Peoria Convention and have headquarters at the National hotel. It will pay all country elevator owners to interview their representatives. Since this movement is started, it should receive the moral and financial support of every country elevator owner. Mr. S. B. Sampson, secretary of the Indiana Grain Dealers Association, has been appointed treasurer by the incorporators of this company.—B. R. M.

IOWA.

J. R. Griffin is a regular dealer at Goldfield, Ia.

Hampton, Ia., has the prospect of another elevator.

W. H. Sloppy is a regular dealer at Marshalltown, Ia.

E. Mann has succeeded Mead & Reifsteck at Calumet, Ia.

Wm. Bakley has succeeded Adcock & Bakley at Ogden, Ia.

E. G. Simpson has completed his elevator at Burdette, Ia.

A. F. Tatge will place a cleaner in his elevator at Luzerne, Ia.

G. O. Leminger has succeeded C. J. Wickey at Smithland, Ia.

J. J. Vaughan has succeeded Counselman & Co. at Newton, Ia.

A. B. Roberts & Son have succeeded Roberts & Son at Paton, Ia.

L. H. Damann is the successor of Smith & Damann at Bennett, Ia.

Wm. Felker has succeeded the Rothschild Grain Co. at Downey, Ia.

Christensen & Norland have succeeded C. P. Christensen at Norway, Ia.

The Nye-Schneider-Fowler Co. is repairing its elevator at Deloit, Ia.

Pease Bros. have succeeded J. H. Carter at Waukee, Ia., on the C., R. I. & P.

O. J. Turner and Turner & Moberly are no longer in the grain business at Turner, Ia.

E. E. Sisley is the successor of Young & Sisley at Palo, Ia., on the C., R. I. & P.

The Stickney Elevator at Stacyville, Ia., has been repaired and a new engine installed.

The Farmers Exchange Co. is now among the recognized dealers at Rockford, Ia.

John Wilson, as manager, has reopened the Northern Grain Co.'s elevator at Clutier, Ia.

F. L. Chapman has taken a position with J. A. Gray at the Central Elevator at Onawa, Ia.

H. G. King contemplates putting a grain cleaner and separator in his elevator at Mt. Union, Ia.

L. R. Valentine has established a feed store at Murray, Ia., and installed a 12-h. p. gasoline engine.

The Weare Commission Co. has opened a branch office at Des Moines, Ia., with C. E. Hunter in charge.

Rasmussen & Bryan have bought J. D. Gidding's interests in the grain and flour business at Mapleton, Ia.

The Wells-Hord Grain Co. will equip the elevator at Norway, Ia., with an improved Hall Grain Distributor.

The O. M. Worrell Lumber Co. has succeeded W. H. Smith in the grain and lumber business at South English, Ia.

Harry Jones is now in charge of the elevator at Arion, Ia., formerly operated by the St. Paul & Kansas City Grain Co.

M. Janssen, Cleves, Ia., Sept. 17: Am perfectly well satisfied with the Grain Dealers Journal and would not be without it.

Wm. Dougherty, Hawthorne, Ia.: Late corn badly damaged by frost. If warm weather continue long corn will smell badly.

The Northern Grain Co. has placed a new pair of Howe Scales in its elevator at Garwin, Ia. F. F. Truesdell is local manager.

The Neola Elevator Co. has closed its elevator at Charter Oak, Ia., and transferred the manager, John Brookman, to Aspinwall.

Having disposed of its plant at Rock Rapids, Ia., the Western Elevator Co.

has transferred the agent, Claude Malden, to Tripoli.

M. Plevka has sold his interest in the firm of Smith, Lewis & Co., dealers in grain and lumber at Keota, Ia., and will move to Illinois.

Hans Frederickson of Sergeants Bluff, J. Z. Adams of River Sioux and A. Olson of Sloan are among the scoopers on the C. & N. W. in Iowa.

The St. John Grain Co. has succeeded B. P. St. John in the grain business at Rock Rapids, Hospers, Ledyard, Graettinger and Everly, Ia.

The Cerro Gordo Grain Co. is operating the elevator at Sac City, Ia., owned by F. W. Newton. Wayne Morton is agent for the company.

J. D. Welch writes after 19 years in the trade, he has practically discontinued his grain business at Volga City, Ia. C. E. Lovett now has charge of his elevator.

Kruse & Son have succeeded Kruse & Dunn in the grain business at Swea City, Ia. B. J. Dunn will operate the elevator formerly owned by the firm at Armstrong.

The Rasmussen Milling Co. has purchased the Evans Elevator at Lohrville, Ia., and is fitting it for a grist mill. It will be completely equipped with new machinery.

The new elevator which is being built by the Western Elevator Co., near Independence, Ia., will be operated by John Ulrich, formerly in the employ of A. Haker at Manson.

M. B. Lytle has resigned his position with the Daughenbaugh & Cathcart Grain Co. of Somers, Ia., and will build two elevators, one at Royelyn, and enter the trade on his own account.

The Orchard Produce Co. has been incorporated at Orchard, Ia., to handle all kinds of farm produce, and has purchased the elevator at that point. President, J. C. Bartlett; secretary, J. M. Clay.

Owing to failure to agree on terms, Charles Bornholdt did not close his deal with the H. O. Seiffert Lumber Co. for the elevator at Avoca, Ia. At present he is with the Des Moines Elevator Co. at Avoca.

A list of scoopers on the C., R. I. & P. Ry., in Iowa, includes Henry Fellows, Colfax; C. M. Morris and B. F. Morris & Co., Prairie City; J. B. Burton, Kellogg, and Maher Bros. and Thos. Maher of Gilmore.

Henry Rohlk, Mr. Arp and Henry Hampe have purchased the elevator at Rock Rapids, Ia., formerly operated by the Western Grain Co., and will continue the business under the name of Rohlk, Arp & Co.

H. G. King, Mt. Union, Ia., Sept. 11: Farmers letting the old corn go; prospects for corn crop if frost keeps off a couple weeks longer; oats very poor quality on account of wet weather; not more than half a crop.

L. B. Spracher, agent E. A. Brown, Sibley, Ia., Sept. 18: Fairly good crop of small grain, but heavy rains damaged it a great deal both in the shock and in the stack; according to farmers' reports only 30 per cent of the corn will be sound enough to shell and ship.

The fire which destroyed the elevator at Hamburg, Ia., on the morning of Sept. 1, caused Hunter & McBride, the owners, over \$5,000 loss on the building besides 6,000 bushels of grain. Both building and grain were partially insured, and plans are being made to immediately rebuild.

T. E. McMillan, Verdi, Ia., Sept. 7: Small grain in Washington county, Ia., pretty badly damaged by wet weather;

nice weather last week, which improved grain quite a bit; some oats and much of barley will not be threshed; corn looks fine; early corn nearly out of the way of frost.

Chas. Counselman & Co. have recently completed an elevator at Ayrshire, Ia., which is equipped with a corn sheller and cleaner, two dumps and two stands of elevator legs. Power is furnished by a 15-h. p. gasoline engine. Loading spouts and other conveniences are included in the machinery. J. S. Blasdel is the builder.

J. S. Blasdel, Ayrshire, Ia., Sept. 15: Crops in Palo Alto and adjoining counties badly damaged; three to five inches of rain every week during the summer damaged the small grain; some good for nothing; corn late and considerable of it caught by frost; will be chaff and light; if we had only known what the season would have been and put in a crop of rice, we would have been strictly in it.

J. D. Welch, Volga City, Ia., Sept. 5: Do not think there will be much grain sold from this section this season; there is some wheat and rye, average oat crop, large hay and timothy crops; threshing fairly started; some good pieces of corn; large acreage; most of crop backward and green; will need extraordinary weather to mature it; nearly every field has poor and wet spots; potatoes good crop and seem to be of good quality; no pumpkins for stock this year.

J. R. Sage, in his official crop bulletin for the state of Iowa for the week ending Sept. 22: Conditions favorable for cutting corn, threshing and other farm work; numerous reports of damage by frost to late corn in all districts; full extent of loss in quality unascertainable until crop is harvested; will be an unusually large amount of soft and unmarketable stuff; more than half of oat crop lost or rendered practically worthless by excessive rains; spring wheat and barley suffered much from the same cause.

F. Sutter, agent Wheeler Grain & Coal Co., Leverett, Ia., Sept. 18: Oat and barley crops not as good as predicted before harvest, yield from 30 to 40 bushels for oats and 20 to 30 for barley; oats badly damaged, very little grading No. 3; 2 to 5 bushels per acre wasted by rain and wind while in shock; barley so badly colored that it is being bought as feed barley; corn will yield about same as oats; badly damaged by rains and kept green and growing until killed by frost; will be considerable soft corn; many acres drowned out thus cutting the average short.

Geo. A. Wells, secretary of the Iowa Grain Dealers Association, in his monthly crop report issued Sept. 10, reports that the reduction in the total crop by reason of abandonment will be 11 per cent for wheat, 17 per cent for oats, 15 for barley, 10 for rye and 14 for flaxseed. The quality and grading of grain also has been reduced by excessive damage, and, compared with the average crop, the quality is 75 per cent for wheat, oats and rye, and 68 per cent for barley. In the north corn will not mature until Oct. 1. Wheat everywhere is of very poor quality. Barley will make only feed, except a little that was threshed early in the northwest. The early threshed oats are grading No. 3 white, the later threshed is very bad.

The Grain Dealers Union of Southwestern Iowa and Northwestern Missouri will hold its regular fall meeting at the Summit house, Creston, Ia., Tuesday, Oct. 14, at 2 o'clock p. m., and with a night session if necessary. All regular dealers are urgently requested to be pres-

ent as important matters of mutual interest are to be talked over. The time is near at hand to begin handling the new crop of corn, and it will be necessary to use extreme caution in buying corn that has been damaged by frost. It is expected that matters will come up before the governing committee for adjustment. In one case a member has been guilty of unbusinesslike conduct; and others are not working in harmony with their competitors. To do a profitable business each dealer should treat his neighbor as he would like to be treated.

KANSAS.

E. Devoe has discontinued his business at Osawatomie, Kan.

Thornton & Wilson of Green, Kan., had their engine repaired recently.

C. W. Parish of Langdon, Kan., will put in a cleaner and automatic scales.

W. F. Ehart has succeeded Ehart & Morlan at Osawatomie and Paola, Kan.

The Eagle Milling Co. has just completed a 40,000-bushel elevator at Newton, Kan.

The Chetopa Grain & Elevator Co. has succeeded the H. L. Strong Grain Co. at Chetopa, Kan.

Mr. Thoroughman has sold his interests in the firm of Thoroughman & Millson, dealers in grain and flour at Yates Center, Kan.

The Midland Elevator Co. will build a corn crib with a capacity of 8,000 bushels in connection with its elevator at Green, Kan.

The Emporia Roller Mills will erect a large elevator in connection with their mill and warehouse buildings at Emporia, Kan.

W. L. Taylor, dealer in grain at Topeka, Kan., has taken a helpmate and will have another purpose in making his business a success.

Fire destroyed the mill and elevator of the Kiowa Mill & Elevator Co. at Kiowa, Kan., Sept. 11. Building and machinery are a complete loss.

J. C. McAdams is not a regular dealer at Morland, Kan., as reported in the Journal Sept. 10. He has no facilities and so far has scooped a few cars.

The Greenleaf-Baker Co. will erect a 15,000-bushel elevator at Republic City, Kan. Walter H. Brockman has the contract for designing and building the house.

C. W. Hoyt, for several years past a successful grain dealer at Topeka, Kan., has disposed of his business and is looking for a good location in Indian Territory.

Fred L. Benedict, who has been associated with his father, Charles E. Benedict, in the grain business at Chanute, Kan., died of typhoid fever, Sept. 3, aged 22 years.

M. F. Fritts, agent Midland Elevator Co., Green, Kan., Sept. 13: Crops fair in this locality; wheat and oats damaged by wet weather; corn will make 35 bushels per acre.

The Farmers Grain, Fuel & Live Stock Association, recently incorporated with \$3,000 capital stock at Perth, Kan., has closed its house. Too much wet wheat with insufficient margins.

Frank W. Denny has succeeded L. C. Reed in the grain business at Garden City, Kan. L. C. Reed had for some years carried on the business formerly conducted by Lawrence & Reed.

W. F. Ehart, Osawatomie, Kan., Sept. 22: Crop conditions far in excess of 1901, especially grain, which is 90 per cent better, and hay, which is 60 to 75 per

cent better; quality, however, not as good.

W. A. Stuckey, Arthur R. Wilson and others have formed a company, which under the name of the Stuckey-Wilson Grain Co., will do business in several different points in Kansas and Indian Territory, with headquarters at Coffeyville, Kan.

A fire, which started in the basement of McDermid Bros' mill and elevator building at Hutchinson, Kan., on the night of Sept. 7, destroyed the inside of the building and ruined the machinery, causing a loss of over \$2,000, about half covered by insurance.

The Wichita Board of Trade has been organized at Wichita, Kan., to promote the grain and milling business of the city. None but grain men and millers are eligible. W. J. Stevens has been elected president and J. B. Miltner, vice president. The executive committee is composed of E. K. Neving, H. Herzer, J. S. Macaulley, W. R. Watson and R. F. Coates.

KANSAS LETTER.

J. Jensen of Leona, Kan., has been succeeded at that point by McCormack Bros. with headquarters at Germantown.

A. T. Rodgers of Beloit, Kan., has lately recovered from an illness having been confined to his home for a week or two.

Dan Wickard of S. A. Wickard & Son of Chanute, who has had quite a serious affection of the eyes, is taking treatments of a Topeka oculist.

J. Fulcomer & Son of Belleville, Kan., have about completed their elevator, which they have been remodeling. This elevator is equipped with a 16-h. p. gasoline engine, hopper scale, is 25 ft. square on the foundation, with nine hopper bottomed bins and will hold, including dumps and scale hopper, almost 20,000 bushels. —A. M. D.

MICHIGAN.

Smith & Allen have succeeded Brook & Co. at Portland, Mich.

The Clifford Elevator Co. has succeeded Stanford & Stever at Clifford, Mich.

Serven & Hiscock have begun the erection of an elevator at Montrose, Mich.

Lee & Stephens have succeeded the Milford Produce Co. at Milford, Mich.

A. McCoy has rented an elevator at Munith, Mich., of Isbell & Co. of Jackson.

The elevator at Scottville, Mich., has been equipped with a new Otto Gasoline Engine.

The Michigan Milling Co. has just completed a new 10,000-bushel elevator at Oak Grove, Mich.

Weaver & Watkins have remodeled their elevator at Laingsburg, Mich., and put in new machinery.

J. H. Hall has bought the Patrons Elevator at Kinde, Mich., for use as a granary on his farm.

F. W. Hinyon has purchased the interests of Geo. W. Force in the firm of Loveland & Force at Lowell, Mich.

Davy & Co. have nearly completed their elevator at Evart, Mich. It has a capacity of from 17,000 to 18,000 bushels.

The Richmond Elevator Co. has been repairing the elevator at Valley Center, Mich., and have purchased a gasoline engine.

H. C. Weeks of Allegan, Mich., writes that Young & Stratton have given their mill a general overhauling, increasing the capacity for storage.

Ferrin Bros. have rented the elevator at Ainger, Mich., and with Dennison Willis as manager and D. C. Rosco, assistant, will buy and ship all kinds of grain.

The Michigan Supply Co. has embarked in the grain business at Houghton, Mich. Grain will be shipped to Houghton and sold either in carloads at wholesale or retail. John Black is manager for the company.

O. W. Leoffler, formerly in the grain business at Fort Branch, Ind., has secured a position with the Wallace Co. of Port Austin, Mich., and will be located at Kinde, Mich.

Beans and dried peas of foreign production exported from the United States during the seven months ending Aug. 1, amounted to 23,356 bushels; compared with 87,719 bushels exported during the corresponding period of 1901.

Smith & Allen have been improving and repairing the elevator at Portland, Mich., recently purchased from Brooks & Son. New scales have been put in and the basement has been cemented, thus preventing loss from leaking bins and chutes.

Report from vicinity of Allegan, Mich., Sept. 19: All crops good; rye average 32 bushels to the acre; corn good yield with ears of mammoth size and well filled; part of corn out of way of frost; hay average about 7 tons to the acre; very large yield of potatoes.

Our imports of beans and dried peas during the seven months ending Aug. 1, amounted to 399,400 bushels, valued at \$491,914; compared with 721,861 bushels, valued at \$849,640, the amount imported during the corresponding period of 1901, and 810,628 bushels, valued at \$897,529, the amount imported during the corresponding months of 1900.

Our exports of beans and dried peas during the seven months ending Aug. 1, amounted to 139,412 bushels, valued at \$283,034; compared with 240,175 bushels, valued at \$445,798, the amount exported during the corresponding period of 1901; and 277,648 bushels, valued at \$502,937, the amount exported during the corresponding months of 1900.

Burglars broke into the elevator of H. M. Olney & Co. at Hartford, Mich., Sept. 12, wrecked the large doors of the safe with explosives and ransacked the books and drawers. Their labors were in vain, however, as the currency was kept in the burglar chest, which was too strongly built to yield to their efforts, and nothing of value was secured.

Fred M. Warner, secretary of state, in his crop report issued Sept. 10, estimates the average yield of wheat in Michigan at 18 bushels, of oats 38 bushels, of rye 17 bushels, of beans, compared with an average, 68. The bean crop this year will, in most cases, be far below the average. On light soil, where the rain did not do so much damage and where it was possible to cultivate, the yield will be fair; but on low, flat land many fields have been abandoned entirely or become so foul with weeds that the yield will be light. Farmers marketed 626,000 bushels of wheat during August, which is 268,000 bushels more than was marketed during August, last year.

MINNEAPOLIS

Tenants of the new Minneapolis Chamber of Commerce building are moving in.

The Devereux Elevator Co. has succeeded W. P. Devereux at Minneapolis, Minn.

The Thorpe Elevator Co. of Minneapolis has increased its capital stock from \$50,000 to \$150,000.

The Graves Grain Co. has succeeded the Graves-May Co. in the grain commis-

sion business at Minneapolis and Duluth, Minn.

By false billing and the destruction of the original bills two cars of grain billed to the Hankinson-Ireys Co. recently were delivered to the McCaull-Webster Elevator Co. by the Great Northern Railroad at Minneapolis, Minn. The shipment originated at Sonora, N. D. The McCaull-Webster Co. sold the grain and remitted the proceeds to the perpetrator of the fraud. Now Parsons Bros., who had billed the cars to the other commission company want their money.

MINNESOTA.

A new elevator will probably be erected at Foxhome, Minn.

Jewell & Webb will build a warehouse for oats and potatoes at Glyndon, Minn.

McCabe Bros. are arranging to erect a 30,000-bushel elevator at McIntosh, Minn.

Dan Mulholland has succeeded S. H. Blair as agent in the elevator at Viola, Minn.

The Goodhue Farmers Warehouse at Goodhue, Minn., has not been opened this season.

M. J. Smith will operate the Duluth Elevator at Darwin, Minn., during the present season.

An elevator is being built at Donnybrook, Minn., by F. B. Smith and E. W. Langer of Marietta.

Mr. Parks has nearly completed his elevator at Marshall, Minn., and has employed Jess Howe as buyer.

The Richmond Roller Mill has begun to build an elevator in connection with its mill at Richmond, Minn.

The Parker-Leland Mill is erecting an elevator of from 30,000 to 35,000 bushels' capacity at Winnebago, Minn.

A. R. Thompson has rented the elevator at Lamberton, Minn., of M. L. McGee and will make Lamberton his home.

Freemire & Swan have purchased the elevator at Walter, Minn., formerly owned and operated by Kruse & Dunn.

The La Grange Mills has purchased of E. H. Blodgett the elevator at Red Wing, Minn., owned by T. B. Sheldon & Co.

Gingery & Lee have leased the elevator at West Union, Minn., and engaged Peter Ritter, the former operator, as buyer.

W. W. Sigler of Goodhue, Minn., informs us that a company recently incorporated as the Goodhue Milling Co., will build a 250-barrel mill.

H. H. Jenkins, who is establishing a line of elevators with headquarters at Fargo, N. D., is making arrangements to erect an elevator at Elizabeth, Minn.

The Way-Johnson-Lee Co., Minneapolis, has purchased the elevators at Randolph and Stanton, Minn., formerly owned by the St. Paul & Kansas City Grain Co.

The Great Western Elevator Co. has made arrangements with Thompson & Johnson to operate their elevators at Anderson, Minn., and will repair and improve the buildings and install a dump scale.

The staff of grain inspectors at Duluth, Minn., has recently received reinforcements. C. B. Bryant has been appointed deputy inspector; J. V. Sexton, second assistant inspector; J. H. Edwards, John J. Huff, William Huggett, E. F. Chalk, A. M. Wilson and D. E. Lloyd, helpers; and Karl D. Anderson, clerk.

The Van Dusen Elevator at Springfield, Minn., which was struck by lightning on the night of Aug. 29, was completely destroyed. Loss amounted to over \$4,000, fully covered by insurance.

N. J. Shannon, general manager for the Van Dusen Co., stated that the elevator would be rebuilt at once. Mr. Soot is local agent.

The rules for grain inspection in Minnesota were changed recently. Striking out the word "dirty" the rule on rye is made: All rye slightly damaged, slightly musty, or for any other cause unfit for No. 3, shall be graded as No. 3. The word "exceedingly" was stricken out of the rule on no grade rye. No. 1 flaxseed must be northern grown. New grades have been made for macaroni wheat, No. 1, 2 and rejected.

MISSOURI.

Massey & Bass have succeeded Massey & Cox in the grain and milling business at Crane, Mo.

The Ewan Grain Co. of Kansas City, Mo., has decreased its capital stock from \$50,000 to \$15,000.

C. M. McGregor has succeeded C. D. Wale in the grain and milling business at Excelsior Springs, Mo.

The Staker-Bell Mercantile & Grain Co. has succeeded W. R. Bell in the grain and implement business at Foster, Mo.

The Fenner Grain & Commission Co. has been formed at Carthage, Mo., to deal in all kinds of grain. D. R. Fenner is manager of the company.

Daniel Hodgkins, who for 40 years conducted a cash grain business at St. Louis, Mo., died at Eldred, Ill., aged 82 years. He leaves a widow and two sons.

The Rialto Grain & Securities Co. has been incorporated at St. Louis, Mo., with \$25,000 capital stock. Incorporators: Joseph S. Lightholder, Lawrence Talley and others.

Dealers who suffer shortages in shipments to Kansas City, Mo., should promptly notify J. C. Goodwin, chief weighmaster, Board of Trade, and he will promptly investigate the trouble.

The Kansas City Board of Trade contemplates disciplining a few grain dealers who have sold grain on destination weights in violation of the rule making Kansas City weights official.

The J. H. Brooks Commission Co. has been incorporated at St. Louis, Mo., with \$10,000 capital stock, to deal in grain, seeds and provisions. Incorporators: Frank Linberg, Dan J. Porter, M. D. McDonald and J. C. Brooks.

The marriage of Walter Hinchman, president of the Kemper Grain Co., and member of the Kansas City Board of Trade, and Miss Grace Sanger will be solemnized in December at the home of Mrs. George M. Pullman in Chicago. Mrs. Pullman is an aunt of the future bride.

Grain inspectors in the southwest met Sept. 10 at Kansas City, Mo., to agree on a type sample of No. 2 hard winter wheat for export. Those present were W. H. Goodding, St. Louis, Mo.; S. P. Broughton, St. Joseph, Mo.; B. J. Northrup, Kansas City, Kan.; John C. Fears, New Orleans; J. E. Robinson, New Orleans, La., and C. H. Evans, Port Arthur, Tex.

A strict supervision over regular grain elevators will be maintained by the St. Louis Merchants' Exchange under the new rules adopted Sept. 16. Daily statements of grain, the kind, etc., on hand at 5 p. m. daily, are required to be sent to the secretary of the exchange each morning, and a detailed statement is required each Monday morning of the amount of each kind and grade of grain in store. Written notice is required of any damage

to grain held in store, and the proprietors are required to extend every facility to any duly authorized committee appointed by the directors of the exchange for the examination of their books and records, and such committee is authorized to employ experts to determine the quality of grain in the elevators and to compare the books and records of the elevators or warehouses with the records of the state. The board also reserves the right, in order to maintain uniform grades, to appoint a committee to examine all grain tendered on receipts, such committee to report its decision to the board. For the convenience of committee the proprietors are required, when called upon, to furnish samples as requested. They are also required to submit any differences which may arise between them and members of the exchange to a committee to be appointed in each instance by the board, and to abide by such committee's decision. The rules also cover provisions for inspection, the receipt of grain, cleaning, airing, mixing, etc., and for storing grain in special bins when desired. The proprietors or managers of elevators or warehouses shall not mix any grain of different grades together, nor select or mix different qualities of the same grade for the purpose of storing or delivering.

NEBRASKA.

T. B. Hord of Central City, Neb., is building a grain elevator at Havens.

J. T. Twanley & Son will repair an elevator and warehouse at Omaha, Neb.

The Nebraska Elevator Co. has the lumber on the ground for an elevator at Clatonia, Neb.

A. M. Bennett has succeeded W. S. Waite as manager of the Omaha Elevator at Loup City, Neb.

Chas. Counselman & Co., Hallam, Neb., Sept. 19: Fair crop of oats and wheat; very good corn crop.

Chas. Counselman & Co. are erecting an elevator at Hallam, Neb., and equipping it with new machinery.

Geo. A. Roberts, Dorchester, Neb.: Can't very well get along without the Grain Dealers Journal.

A brokerage office, supposed to be a bucket shop, has been opened at David City, Neb., by Harry C. Shauble.

J. J. Shea is manager for the Nye-Schneider-Fowler Co., at Flickville, Neb., instead of Henry Tietzsort, as reported.

Floyd J. Campbell & Co., grain brokers, will open a branch office at Beatrice, Neb., with F. P. McMahon as manager.

Boyes, Hulshizer & Co. are building an addition to their mill at Seward, Neb. They do not deal in grain, being millers only.

The Trans-Mississippi Grain Co. has ordered two Hall Distributors to be installed in the elevators at Verdel and Monawi, Neb.

Ed. Wenzel has taken his son as a partner and will continue his business at Eagle, Neb., under the firm name of Ed. Wenzel & Son.

The Updike Grain Co., of Omaha, Neb., will install the improved Hall Grain Distributor in the elevators at Niobrara and Winnetoon.

W. H. Grone has been compelled on account of ill health to resign his position as manager of the Miles Elevator at Browning, Neb.

A. D. Sears of Grand Island, Neb., informs us that the Sears Grain Co. has been incorporated and will build an elevator at Clark, Neb.

G. W. Youngs of Springfield is arranging for the erection of an elevator at

Portal, Neb., on the Missouri Pacific and the Union Pacific railroads.

The elevator at Stöckham, Neb., in charge of J. I. Norton, is building an addition for the storing of wheat. Various other improvements have been made.

C. A. Strokey, for several years in the employ of the Omaha Elevator Co. at Tuohy, will take charge of the elevator at Rising City, Neb., for the Nebraska Elevator Co.

The new Farmers' Elevator Co., of Benedict, Neb., has found a cheap contractor to put up its elevator. The house will be on private ground 60 feet from sidetrack.

Cameron & Lemmon inform us that they expect to build a new elevator this fall at Ulysses, Neb. It will have a capacity of 30,000 bushels and will be begun about Oct. 1.

J. F. Walthers, a farmer, has purchased a lot at Moorefield, Neb., and will put up a building, get a portable dump, weigh on lumber yard scales and buy and ship grain. Beware of the scooper!

L. W. Ely, Guide Rock, Neb., Sept. 22: Wheat poor, ranging from 4 to 10 bushels per acre; poor quality; corn will average about 30 bushels per acre; have had a light frost but no damage was done.

The Atlas Elevator Co. will thoroughly renovate its elevator at Jackson, Neb., and among other things a new set of scales and dump will be installed. A. C. Carroll is manager and Jim Flynn is buyer at Jackson.

The Jaques Elevator Co. will immediately begin the rebuilding of its elevator at Warsaw, Neb., which was burned Aug. 19. The new structure will be somewhat smaller than the old one, but will be modern in every respect.

The Greenleaf-Baker Grain Co. of Atchison, Kan., has recently completed an elevator at Howe, Neb. It has a storage capacity of 23,000 bushels and machinery for handling between 12,000 and 15,000 bushels a day. Walter H. Brockman is the designer and builder.

Ed S. Miller, formerly engaged in the grain business at Beatrice, Neb., has purchased a site at Glenover and will erect a large cereal mill and elevator for the manufacture of brewers' grits, hominy and other products from corn. Both buildings will be completely equipped with machinery.

In some manner a horse got into the dump of the Omaha Elevator at Gothenburg, Neb., a short time ago. In getting the horse out, Mr. Vroman, the manager, was caught by the feet and hung head downward until one of the excited crowd dumped the elevator, letting him fall to the bottom of the dump. He was somewhat bruised and skinned, but is rapidly traveling the road to recovery.

NEBRASKA LETTER.

Carrington, Patten & Co., of Chicago, will reopen their Omaha office, which was closed some time ago because of lack of business.

J. M. Cox, grain dealer at Hampton, Neb., was honored by the convention, for Clay and Hamilton counties, by the nomination for state senator.

The York Roller Mills are about to undergo a complete renovation and enlargement; the Downie-Wright Mfg. Co. of York has plans for making this one of the most complete elevators in the west.

The following firms have recently joined the Nebraska Grain Dealers Association: J. F. Twamley & Son, Omaha; Brownfield & Co., Cozad; A. I. Woodsum, Lexington; G. M. Murphey, Crete; H. F. Austin, Hendley; W. F. Richardson &

Co., Sweetwater; Kearney Flour Mills & Elev., Kearney; Titus & Terhune, Litchfield; Elmwood Mill & Elev. Co., Elmwood; J. Frimann, Chapman; Jameson Bros., Stella.

Owing to the generally good crop condition existing in almost every nook and corner of Nebraska this year, elevators that have not been in operation for several years have been brushed up and put in condition to handle grain. The Nebraska Grain Dealers Association's membership now represents in the neighborhood of 850 elevators; a number greater than ever before in its history. As a comparison: at the time of the annual meeting held in April last, there were 675 houses in operation by its members. This shows a clear gain in six months of 175 houses; surely not a bad record in a field previously hard worked and where an association has been in existence for five years. The state of Nebraska will this year have in operation about 1,000 elevators. When association work began in this state there was not over 650 to 700 elevators; direct evidence that association work not only improves the condition of its members, but greatly promotes the building of elevators, which are a convenience to the farming community.

Under date of Sept. 20 the Nebraska Grain Dealers Association distributed among its members its final crop report on wheat, oats and rye for the year 1902. This report assumes a new dress since its last issue; facts and figures for each division, and the state, having been condensed and printed on a tinted map of the state for a background, showing the amounts of the different kinds of grain raised in each section. The report just issued shows Nebraska to have recently harvested 1,904,000 acres of winter wheat, with an average yield per acre of 22 bushels or a yield of 44,736,000; the acreage of spring wheat to have been, 634,000 acres, with an average yield per acre of 12 bushels, giving a yield for the state of 8,083,000 bushels. The oats acreage originally sown was 1,671,000 acres; of this about 209,000 acres was a total loss from excessive rainfall; leaving about 1,500,000 acres, from which an average yield per acre of 35 bushels was obtained, or a total yield for the state of 52,200,000 bushels. The rye acreage for Nebraska is 443,000, with an average yield per acre of 19 bushels, or a total yield for the state of 8,700,000 bushels. Carried over from the 1901 crop: wheat, both varieties, 2,009,000 bushels; oats, 919,000 bushels; rye, less than 1 per cent of the last crop. The reports usually issued by Secretary Bewsher are credited with a greater degree of accuracy than any others issued for Nebraska; as evidence of this, the state department of Industrial Statistics last year based all computations on these reports, publishing the Nebraska Grain Dealers Association figures in the map of Nebraska resources, distributed throughout the country.—E. C.

NEW ENGLAND.

The word "new" has been dropped from inspection certificates at Boston, Mass., since Sept. 20.

The Peck & Black Co. is building an elevator at Warren, R. I. It will be of wood and about 60 feet high.

Farmers in the vicinity of Hamden, Westville and New Britain, Conn., contemplate organizing an association to buy western grain and feed in car lots, claiming that the feed dealers association, which has been formed at New Haven has raised the price 25 cents per bag.

NEW JERSEY.

Lawrence & Harden will succeed the firm of C. A. Wilson & Co. at Deckertown, N. J., Mr. Lawrence of the old firm continuing and Mr. Wilson retiring.

Simmons & Martin, Deckertown, N. J., Sept. 20: Grass and hay crop good in this vicinity, fully 25 per cent better than last year; corn good but little late; a few warm days will make crop above average; oat crop very good, but grain somewhat colored by rains; wheat and rye good but badly grown on account of continued rains during harvest.

NEW YORK.

The Buffalo Merchants Exchange has voted to affiliate with the National Board of Trade.

The Buffalo Merchants Exchange contemplates a series of evening meetings to bring members together in a social way.

Geo. H. Phillips has closed his branch offices at Buffalo and New York City, and returned to Chicago, where his commission business demands his entire time.

Frank P. Jobes of Honeoye Falls, N. Y., has built a new engine house in connection with his warehouse and installed a No. 7 Clipper Cleaner and a bean picker.

Milton Rathbun, famous for his fasts, and for many years a dealer in grain and hay at New York, N. Y., died of malaria, Sept. 7, aged 58 years. His wife and two sons survive him.

The promoters of the American Farm Co., having found Ohio an unprofitable field since their exposure by the attorney general of that state, have transferred their activities to New York. At Hartwick the company is talking of erecting a warehouse and grain elevator, "the walls of which are to be brot from the west in sections and put together."

BUFFALO LETTER.

The tranquil condition assumed by the harbor elevators in the new pool continues.

Indications are for an increase of grain receipts by lake before long, but the actual amount reported is less and less right along. The trouble is there is no old corn to turn out when the new crop becomes a certainty.

While they are still considering the question of rebuilding the big Manning malthouse a second one, the McLaughlin, has been burned, involving a loss of \$17,500 on the building, and three-fourths of the malt, estimated to be worth \$35,000.

The feature of the local grain trade is the scarcity of spring wheat and the continued rush of oats. As a rule city millers are indifferent to wheat yet, as they have plenty of the old crop left and hope to hold out till the new crop is in better condition and more plenty.

The city maltsters are still very much troubled over the cutting off of the hard-coal supply, especially as the price of coke puts that out of the question. It is still expected, though, that there will be coal enough later on for malting; besides, some of the houses are already supplied.

The excitement is now all on canal matters, with canal sentiment apparently increasing. Wherever there is a chance to make comparisons it appears that the enlargement idea is gaining ground fast. It may be that the party leaders will see the necessity of taking up the canal without any further contest.

An effort is being made on 'Change to revive the option trading, which went into retirement on account of the demoralized condition of the corn trade. Newly-appointed committees will set at work on

the problem at once and there is a fair prospect of success, especially as a brave fight against adverse conditions was made in the spring.

Grain receipts on track have increased more than even the former reports indicated. The August report of Chief Inspector Shanahan, which was considerably delayed by the rush of work, shows a total of 4,553 cars inspected on track and out of store, as against 1,901 in July. Track business was about four times as large in August as in July.

It is found that the ticker service on 'Change is so close to the special wire that there will probably be no effort to revive the latter if the option sales are resumed. For a new concern the cost of the special wire is very taxing. At two cents a word the monthly expenses sometimes ran up to about \$450, when the ticker report was often less than a minute slower.

The reference committee of the Merchants' Exchange has had an unusual amount of work to do this year. Some years it is not called together at all, but disputes over grain deals have been more common than for a long time. The committee reports that the difficulty has largely grown out of various interpretations of the following phrase often attached to bids sent out for grain: "Off-grades to be applied at market difference on day of arrival." A specific case that lately came up was the refusal of a feed-milling company here to accept an off-grade lot of oats. The seller had failed to get the oats in from the west on time and had bought them in Buffalo to fill the order with. The market had gone down in the meantime and the grain offered was rejected. The committee sustained the buyer on the ground that the provision ought to protect the buyer as well as the seller, which seems to be justice, for if the buyer wanted spot grain it could be bought direct without any delay.—J. C.

NORTH AND SOUTH DAKOTA

A 120,000-bushel elevator is to be built at Kensei, N. D.

Taylor & Cook will build an elevator at Willow City, N. D.

The erection of a new elevator is contemplated at Leeds, N. D.

T. L. Quarve and I. S. Berge will erect an elevator at Fessenden, N. D.

The Haight Lumber & Machinery Co. will build an elevator at Mandan, N. D.

A Corn Palace will be on exhibition at Mitchell, S. D., the week beginning Sept. 29.

Faulhaber & Co. expect to open their elevator at Berthold, N. D., in a short time.

H. M. Creel will soon be ready for business at his new elevator at Keith, N. D.

E. Curtis has succeeded J. B. Johnson as buyer for the Interstate Elevator Co. at Parker, S. D.

Winter & Ames have recently opened an elevator at Levant, N. D., with Adam Klinzing as agent.

The Monarch Elevator Co. has employed John Hanson to operate its elevator at Oakes, N. D.

The Winter & Ames Co., Minneapolis, is erecting an elevator of 30,000 bushels capacity at Knox, N. D.

Turner & Brenner, Minneapolis, are building a 30,000 bushel annex to their elevator at Souris, N. D.

The Farmers Elevator Co. of Ferney, S. D., has awarded the contract for a 10,000-bushel addition to its elevator.

F. C. Zuelsdorf is contemplating the erection of a 20,000-bushel elevator in connection with his mill at Minto, N. D.

The McCaull-Webster Elevator Co. has purchased the elevator and lumber yards of the Noah Adams Lumber Co. at Labolt, S. D.

C. S. McGlenn has recently completed an 18,000-bushel elevator at Minnewaukan, N. D., to be used in connection with his mill.

W. W. Cargill & Co.'s elevator at Page, N. D., burst open Sept. 5, letting about 2,000 bushels of grain out on the railroad tracks.

Ed Moreland, traveling agent for E. A. Brown of Luverne, Minn., has purchased the elevator at Clear Lake, S. D., of D. W. Bremer.

The Lamb Lumber Co. of Minneapolis has purchased all the country lumber yards of the St. Croix Lumber Co. in South Dakota.

An elevator of about 20,000 bushels capacity and containing a small amount of wheat, the property of the Missouri Valley Milling Co. at Menoken, N. D., was destroyed by fire on the morning of Sept. 10.

The Independent Grain Co. is building a flat house of about 6,000 bushels capacity at Sanborn, N. D., in connection with its portable elevator, which is run by a gasoline engine. Charles Owen occupies the position of buyer for the firm.

The old and well known firm of Wilcox & Williams, which has been in the grain business at Yankton, S. D., for 25 years, has withdrawn from the business and rented its elevator to H. L. Waters of Centerville, Ia. T. J. Fleming, an experienced grain dealer from Iowa, will represent Mr. Waters at Yankton.

OHIO.

Butler Station, O., wants a grain elevator.

Charles Shuler expects to build an elevator at Dayton, O.

A. J. Clinger has retired from the grain business at Greenville, O.

Ohio will have a good turnout at Peoria.—J. W. McCord, Columbus.

The Kress Elevator Co. of Heno, O., will install corn handling machinery.

P. H. Daub is installing a chain ear corn feeder in his elevator at Millersville, O.

The Bellevue Grain Co. has installed an Ideal Car Loader in its elevator at Bellevue, O.

A. D. Behymer, Osgood, O.: I can not get along without the Grain Dealers Journal.

The Weston Flour Mill has just completed an elevator at Bowling Green, O., and is shipping grain.

H. J. Rudolph has bought a new Western Corn Sheller to be installed in his elevator at Rudolph, O.

John D. Owens & Son of Owen, O., have bot an improved Hall Distributor to install in their elevator.

Gordon & Heinze of Curtice, O., are adding a Western Sheller and Shaker Cleaner to their elevator.

C. R. Hopkins is making several improvements in his elevator at Custar, O., and installing a new Western Sheller.

Bushman Bros. are adding a new wagon scale, overhead dump and chain ear corn feeder to their house at Pemberville, O.

Correspondent at Toledo, O., Sept. 20: Barring low lands which have not been tilled, corn crop is good in this vicinity.

Holtz Bros. are erecting a new elevator at Watsons, O., and will equip it with a Western Corn Sheller and Shaker Cleaner.

John and Charles Holtz of Watson are building a large elevator at Tiffin, O.,

and in about a month will be ready for business.

The Ohio Grain Dealers Association now has about 325 members, so it is sure to have a large attendance at its regular fall meeting in Columbus, Oct. 14.

Sneath & Cunningham have begun their new elevator at Tiffin, O., which will be equipped with new machinery, including a Western Sheller and Shaker Cleaner.

The Ohio Grain Dealers Mutual Fire Insurance Association now has policies amounting to \$325,000 in force. It has suffered only one loss during its nine months' existence.

C. W. Cessna is remodeling the old warehouse at Kansas, O., adding a Western Sheller and Shaker Cleaner, two stands of elevators, an overhead dump and chain feeders.

Magee & Pafenbach of Elmore, O., when they have completed their new elevator at Oak Harbor, O., will have one of the most convenient houses in that section of the country.

J. F. Karbler is building an elevator on the Lake Erie & Western R. R. at Erlin, O., and will equip it with a Western Combined Sheller and Cleaner and a steam engine and boiler.

The Payne-Stave Co. is building an elevator at Payne, O., which will be equipped with a Western Sheller and Cleaner, a Monitor Separator, and overhead dumps and a steam engine and boiler.

The Bettsville Grain Co., successor to W. L. Day at Bettsville, O., is building a 10,000-bushel elevator which will be equipped with a Western Sheller and Shaker Cleaner and overhead dumps.

George B. McCabe, who a short time ago retired from the firm of Southworth & Co., grain dealers at Toledo, O., has again entered the business, on his own account, with offices in the Produce Exchange.

Snyder Bros., of Holgate, O., are building an elevator in connection with their mill for storing corn. A Western Sheller and Cleaner, overhead dumps and chain feeders will be included in the machinery.

J. W. McCord, Columbus, O., Sept. 23: Country dealers bringing in bad reports of corn crop; frost has done far more damage than was supposed; considerable part of late corn and some of replanted corn seriously damaged.

Southworth & Co.'s new elevator at Custar, O., will soon be ready for machinery, which will include a Western Sheller and Corn Cleaner, a Monitor Separator, an overhead dump, a chain ear corn feeder and a steam boiler and engine.

The Franklin Elevator & Grain Co. of Columbus, O., has placed its order with A. S. Garman & Sons of Akron, O., for a complete line of Monitor Separators, Cleaners and Clippers, a Western Sheller, attrition mills and a Monitor Feed Pack-er.

The Middle Ohio Grain Dealers Association, having 75 members, on Sept. 11 voted to affiliate with the Ohio State Grain Dealers Association, leaving nothing outside of the state organization except the Northwestern Ohio Association and a few members of the Western Ohio and Eastern Indiana Association.

Dewey Bros., who operate a mill at Leesburg and have warehouses at Blanchester, South Charleston, Lynchburg, Russell and Pleasant Plain, O., have recently purchased another mill at Trebein, with a daily capacity of 175 barrels. New machinery will be installed at some of their houses and everything put in shape for a large business.

The Palmer Milling Co., Middletown, O., Sept. 19: Wheat yielded exceptionally well; reports from some farms as high as 43 bushels per acre; considerable damp and sprouted wheat marketed early; owing to dry weather corn will make 60 per cent of a crop; had two frosts this week; however did not result in any damage to crops; grain generally held for better prices, receipts being fairly light.

J. W. McCord of Columbus, who will look after the Ohio business of the Grain Dealers National Mutual Fire Insurance Company, writes: Our man is now on his first round and finds the elevator owners enthusiastic. They take kindly to the new enterprise. The big corn crop will make a heavy demand for insurance this year, as a considerable part of it will have to be cribbed.

Hobart Bowlus & Co. will soon have their elevator at Pemberville, O., completed. The main building, which is a frame structure and sided and roofed with galvanized iron, has a capacity of 8,000 bushels and will be equipped with a Western Sheller and Shaker Cleaner, a Monitor Separator, and one of Moser's Passenger Elevators; a 16-h.p. gasoline engine furnishing the power. A steel tank addition with storage capacity for 10,000 bushels of grain is being built.

The 15,000-bushel elevator recently built at Jewell, O., by J. S. Calkins is completely equipped with machinery, including a new No. 8 Bowsher Feed Mill, a 60-h.p. stationary boiler, a 50-h.p. automatic engine, a No. 2½ Western Cleaner, a No. 2 Victor Sheller, a 6-ton Howe Wagon Scale, a 60-bushel hopper scale and a Jeffrey Chain Drag, besides Smith's Improved Dumps for corn, wheat, oats and barley. A new Moser Passenger Elevator and the Grain Dealers Journal coming twice a month make it complete, in Mr. Calkins' opinion.

Henry Kramer, manager Myers & Patty Co., Maria Stein, O., Sept. 17: Good crops this season all around; heaviest corn crop we ever had; frosts have damaged late corn recently, but not to a large extent; clover crop very heavy, especially the early crop, which is yielding from 5 to 7 bushels to an acre; late not doing as well but will still be good, as almost every farmer has some and lots of it will come to market; corn cutting and wheat sowing main work for farmers now; land all in good shape for sowing; wheat yield about 25 bushels and oats 40 bushels to the acre; potato crop best ever had yet; have no reason to kick on anything.

OHIO LETTER.

W. F. Mills of Delphos is at home sick with his old trouble, asthma.

Dolby & Morton of Delphos are building a shed and putting in a dump with drag, in connection with their mill.

Delphos dealers, Sept. 15: Corn cutting in full blast; wheat seeding very backward; light frosts so far; no damage to speak of.

The Geo. F. Lang Co. is building an addition, 14x16x34 feet, in connection with the mill at Delphos. It will have one stand of elevators and be used for corn storage.—C. A. B.

PACIFIC COAST.

The Interior Warehouse Co. will build a warehouse at Thornton, Wash.

Eli Bolick is doubling the capacity of his warehouse located on the Snake River near Asotin, Wash.

E. C. Cluster and the Northwestern Warehouse Co. have built 100,000-bushel houses at Pomeroy, Wash.

The Tacoma Chamber of Commerce

has elected Wm. Jones president, W. E. Bronson vice president and Henry Rhodes treasurer.

The Colton Grain & Milling Co. has been incorporated at Colton, Cal., with \$100,000 capital stock. Incorporators: Will E. Keller, E. J. Eisenmayer and others.

Besides the warehouse which the Puget Sound Warehouse Co. is building at North Pine, Wash., another will be erected at a station about two miles south of Rosalie.

A warehouse at Pendleton, Ore., the property of Kerr, Gifford & Co., containing a small amount of wheat, several thousand grain sacks and other goods, was burned recently.

The Pacific Coast Elevator Co. has erected a large addition to its warehouse and elevator at Pomeroy, Wash., and installed a 12-h.p. engine and a No. 7 Huntley Monitor Barley Cleaner.

P. J. Fransoli & Co., who conduct a large business in grain with headquarters at Tacoma, Wash., have secured a site on the water front and will build a large warehouse and docks at Tacoma.

N. P. Peterson, formerly located at Lyons, Neb., and for 18 years buyer and traveling auditor for the Peavey Elevator Co., now is manager and agent for the Pacific Coast Elevator Co. at Pomeroy, Wash.

Farmers Grain & Supply Co., Wilson Creek, Wash., Sept. 14: Grain nearly all threshed; yield of wheat about 20 bushels per acre; considerable below last year's yield; wheat moving freely and shortage of cars beginning to be felt.

Henry C. Bunker, who has held the position of caller in the San Francisco Grain Exchange for 20 years, has been appointed chief grain inspector. The former inspector, Louis Steller, has resigned to enter business on his own account.

The Washington State Grain Commission held its annual meeting to establish grades Sept. 15 for the ensuing year. The commissioners gathered at Tacoma to view the samples which had been collected from different parts of the state by Chief Inspector Arrasmith.

A large left over stock of grain bags is reported this year along the Pacific Coast, especially in Oregon and Washington. The farmers' needs have been satisfied and a large stock is still on hand. Only recently 1,150,000 Calcuttas arrived on the Indravelli, from the East.

PENNSYLVANIA.

C. A. Foster of Carnegie, Pa., who has been in the grain business for more than 20 years, about Oct. 15 will move his wholesale grain business to the McCance block, corner of 7th-av. and Smithfield-st., Pittsburgh, Pa.

Levi Brandt is building a large elevator and warehouse at the junction of the Northern Central and Cumberland railroads near Bridgeport, Pa. The elevator will have a capacity of 20,000 bushels and be run by an electric motor.

SOUTHEAST.

Estes & Brown will discontinue their business at Birmingham, Ala.

W. C. Agee & Co. will enlarge and improve their warehouse at Birmingham, Ala.

Ware & Leland will open a grain commission office at Lexington, Ky., under

the management of A. B. Kennard of Louisville.

Chas. England has been elected president of the Terminal Warehouse Co. at Baltimore, Md.

J. T. Thomasson has built a brick house, 150x100 feet, on the N. C. & St. Louis road at Chattanooga, Tenn., to be used for a general grain and storage business.

The plant of the Ryman Warehouse & Elevator Co., at Nashville, Tenn., which has been leased by S. S. Kerr of Shawneetown, Ill., will be equipped with a corn sheller to be run by a gasoline engine.

R. C. Hemphill & Co., Birmingham, Ala., Sept. 16: Corn crop in Alabama and Mississippi almost an entire failure on account of drouth. Both states will purchase largely the coming season from the East.

I. B. Nall, Kentucky Commissioner of Agriculture, in his crop report issued Sept. 6, states that the mid-summer prospect for an extraordinary corn crop has not materialized and the per cent in the whole state is cut to 84, a fall of 7 points. The lowest for a division is 78 per cent in the middle. The hemp crop declined in August 3 points and tobacco 5 points. Pastures and clover suffered from the drouth, the latter falling off 14 points, which means that many well set clover fields have been killed by the drouth and heat. Stock peas are in same condition, but may recuperate some where the later rains have fallen. Preparation for fall seeding has not progressed as favorably as usual, owing to the difficulty or impossibility of breaking the ground where drouth prevails. It is probable that a reduced breadth will be seeded. About 23 per cent of the tobacco crop was housed by Sept. 1 and the weather has been favorable for this work since.

SOUTHWEST.

Davis & Cooper have entered the grain and implement business at Fort Cobb, Okla.

E. H. Linzee of El Reno, Okla., is building a line of elevators on the Blackwell, Enid & Southwestern line in western Oklahoma.

Carmors & Co., grain commission merchants at New Orleans, La., charge Jas. A. Carey of Chicago with the embezzlement of \$2,500.

G. G. Blade, Garber, Okla., Sept. 22: Grain interests very quiet here owing to shortage last season; having fine rains which were badly needed and will put the ground in fine condition for fall seeding.

Sherman Lemaster, while helping in the raising of the frame work of Smith & Murphy's elevator at Marshall, Okla., was struck by a falling timber and received injuries which resulted in his death.

The grain elevator and flour mill of the Siloam Milling Co. located at Siloam Springs, Ark., were destroyed by fire Aug. 31. The contents of the elevator, 20,000 bushels of wheat, were included in the loss of \$40,000.

Advices from Crowley, La., under date of Sept. 21, estimate the production of rice for 1902 at 3,040,000 bags for the two states of Louisiana and Texas alone. This estimate makes the acreage in Louisiana 345,200 and in Texas 173,700.

J. F. Kyle, agent, Oklahoma City Mill & Elevator Co., Calumet, Okla., Sept. 18: Corn husking quite general; quality of corn very good, but yield is 25 per cent below expectations; heavy rain on 14th which put the ground in excellent condi-

tion for sowing wheat, which will be in full blast within the next ten days.

The large elevator and mill of the Rorer Grain & Milling Co., located at Shawnee, Okla., was almost completely wrecked Sept. 11. An addition was being erected and various props supported the side of the main building on which connection with the addition was to be made. The weight of the grain with which the old part was filled caused these timbers to give way, filling the basement below with some 3,000 or 4,000 bushels of wheat, mingled with broken boards, and twisting and breaking the supports of the new part.

TEXAS.

The Eagle Lake Rice Milling Co., Eagle Lake, Tex., has completed its new brick mill.

Everett & Long received the first car of new corn shipped this year to Belton, Tex.

E. R. Everett, Belton, Tex., Sept. 15: Corn crop a failure; wheat and oats very light.

C. H. Bridges & Co., of Waco, Tex., have been admitted to membership in the Texas Grain Dealers Association.

Join the state association and help to relieve the grain trade of its burdensome customs, its barnacles and tricksters.

Attend the meeting of the Texas Grain Dealers Association in the T. P. A. room of the Oriental Hotel, Dallas, 11 a. m., Sept. 27.

W. J. Leeper, of Denison, Tex., has retired from the grain business, and has resigned from the Texas Grain Dealers Association.

C. G. Fordtran of Galveston, Tex., writes that the Southern Pacific Ry. Co. is making progress with the new elevator at Galveston.

The shortage of the Texas crop has induced buying in other states and shipping to Texas. This constitutes the bulk of the dealers' business at present.

W. C. Erwin, formerly of Hillsboro, Tex., who has refused to arbitrate under the rules of the Texas Grain Dealers Association, now is operating at Lampasas, under the name of the Lampasas Brokerage Co.

Criminal prosecution of firms addicted to crooked practices is favored by some Texas dealers. It is believed the frauds could be prosecuted by the Texas Grain

Dealers Association to the advantage of all honest dealers.

The report going out to the effect that the rice crop in Texas will be very short is a mistake. The rice crop of Texas will be a very large one, but the Texas end of the rice field is in better shape than that of Louisiana.

C. E. Lackland, manager of the T. H. Thompson Seed & Rice Milling Co., Houston, Tex., estimates the rice crop of 1902 at 3,000,000 bags, one-half of which he credits to Texas and the remainder to Louisiana, Georgia and the Carolinas.

The acreage that will be planted in wheat and other grains this coming season will be much larger than ever before, for the small grain crops are usually ripe and harvested before the long summer drouth sets in and are much more sure than any other crops that are raised in Texas.

The following firms have refused to arbitrate differences before the arbitration committee of the Texas Grain Dealers Association: Blair Milling Co., Atchison, Kan.; Smith & Yeldell, Houston; The Hillsboro Brokerage Co. and the Gregorays, Hillsboro and Austin; Allen L. West, Waco; Waynesboro Grocery Co., Waynesboro, Ga.; R. A. Graham & Co., Minneola, Tex.; W. C. Erwin, Hillsboro; Goldsmith & Poindexter, Alvarado; A. H. George & Co., Meridian, Miss.; C. A. Knight Grain Co., Kansas City.

A number of grain dealers of Dallas, Tex., met on the evening of Sept. 8 at the office of R. L. Moss to formulate some plans to have the new crop of oats that comes from Missouri more strictly graded than at present. The rules of the Missouri State Grain Inspection Department provide that No. 2 oats shall be sound, sweet, reasonably clean and weigh not less than thirty pounds to the bushel. But the dealers claim that oats of the new crop which are now being sent here on a No. 2 certificate are very far from being "sweet," that they are, on the contrary, "musty." The retail customers of the city are described as being strictly up-to-date in the matter, and are quite able to tell when oats falls below grade. On account of numerous kicks from such trade, the wholesalers have decided to try to get relief by complaining constantly and strenuously to the inspection department of Missouri, from which most of the oats are now being shipped. It was

agreed that Mr. Moss should present ad libitum the complaints of the Dallas grain dealers to the inspection department and to the sellers of St. Louis and Kansas City. It is believed that the volume of the Dallas trade will spur the wholesalers of those cities to look after the matter and to co-operate actively with the state inspection department. The dealers prefer to buy under the inspection system, and trust that the faulty grading will be so remedied that they will not be forced to buy in other markets.

WISCONSIN.

Memberships in the Milwaukee Chamber of Commerce are selling at \$600.

Kaldwell & Loomans will discontinue their grain business at Waupun, Wis.

Rexwinkel & Boonn have recently entered the grain business at Waupun, Wis.

John Shea of DePere, Wis., has decided he would rather be grain buyer than city marshal and has accepted a position with the A. G. Wells Co.

C. L. Tuffley has succeeded James Barnett as grain and stock buyer for the Parker-Hildebrand Co. at Boscobel, Wis., where he will make his future home.

Mich Schmit has leased the elevator which J. W. Lauters is building at Fredonia Station, Wis., and will be in the market for all kinds of grain and seeds as soon as the building is completed.

The W. W. Cargill Co. is preparing to build an elevator at Appleton, Wis. The building will be rushed to completion so that business may be begun as soon as possible. Henry M. Louis will be local manager and buyer.

Mrs. Howard Clugston has purchased T. C. Harvey's interest in the firm of Clugston & Harvey at Ashland, Wis., and is sole owner of the business. Mr. Harvey entered the business in 1894 as a partner of Howard Clugston.

Edward Reinemann of Reedsville, Wis., has been placed in charge of the Northern Grain Co.'s elevator at Dale, Wis. The former agent, Mr. Sternweis, will engage in the grain business on his own account at Birhamwood, Wis.

Our exports of buckwheat for the seven months ending Aug. 1, amounted to 141,357 bushels; compared with 71,875 bushels and 395,645 bushels, the amounts exported during the corresponding periods of 1901 and 1900 respectively.



Burlington Elevator, with Its New Annex, at Peoria, Ill.

PATENTS GRANTED

Abraham T. Welch, Baltimore, Md., has been granted letters patent, No. 708,602, on a drier.

Albert T. Bossett, Kansas City, Mo., has been granted letters patent, No. 708,518, on an explosive engine.

Franklin B. Warring, San Jose, Cal., has been granted letters patent, No. 709,428, on a hydrocarbon feeder for explosive engines.

William Heckert, Findlay, O., assignor of one-half to Henry W. Seney, Toledo, O., has been granted letters patent, No. 708,637, on a combined gas and steam engine.

James M. Dodge, Philadelphia, Pa., assignor to the Link Belt Engineering Co., Philadelphia, has been granted letters patent, No. 708,698, on a horizontal conveyor.

Alonzo L. Hook, Coffeyville, Kan., has been granted letters patent, No. 709,325 (see cut), on a grain car door. The door works up and down in guides at the sides and is forcibly moved by means of chains wound upon a shaft, revolved by a ratchet wheel and lever.

William M. McCammon and Chas. A. Lee, Formoso, Kan., have been granted letters patent, No. 708,576 (see cut), on a grain elevator. The wagon is driven upon the platform and dumped into a tilting bin, one end of which is elevated by the windlass so as to discharge into the boot of the elevator.

John G. Scott and Joseph C. Brecker, Girardville, Pa., have been granted letters patent, No. 708,924 (see cut), on a conveyor chain. The link is formed in a single solid piece and has a depressed end, a flange partly inclosing the end and an inclined wall to the flange, forming a socket. The opposite end of the link has a tapered circular stud.

Benjamin C. Vanduzen, Winton Place, O., has been granted letters patent, No. 709,126 (see cut), on a vaporizing device for explosive engines. The gasoline inlet valve is mounted in a piston held up by

springs attached to a fixed point, except when the suction of the mixing chamber opens it. The drop of the piston is controlled by the governor operating a wedge.

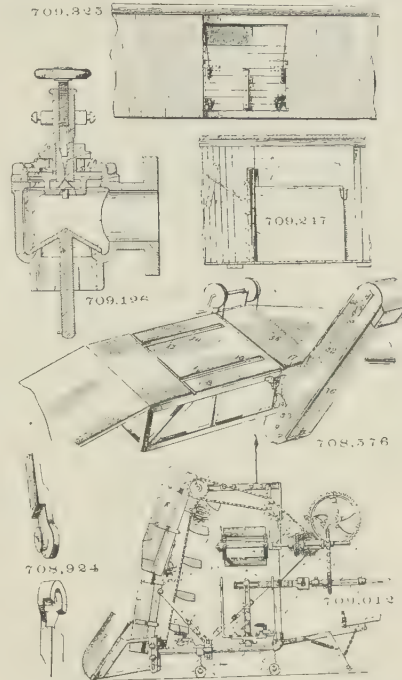
Geo. Stirrett, Brandon, Man., has been granted letters patent, No. 709,247 (see cut), on a grain car door, the valuable

to remove its contents. As a wagon is unloaded the frame is pushed farther forward upon its wheels to elevate the remaining grain. The first-mentioned conveyor empties into a second transverse conveyor which delivers into crib or bin. Power is applied to the conveyors by suitable chains and sprockets.

Imports of rice by the Philippine Islands during the eleven months ending Nov. 30, 1901, according to the report of the War Department, amounted to 333,859,044 pounds; compared with 311,031,124 pounds, the amount imported during the corresponding period of 1900.

J. S. Larke, the Australian commercial agent of the Canadian government, has written the Winnipeg Board of Trade that "the prospects of a bad Australian harvest are increasing, which involves a demand for wheat as well as flour. I am desirous of securing the trade for Canadians directly and to this end I should be glad to receive from your board graded samples of wheat as fixed by the inspectors and the names of such persons and firms as are able to export, with their cable address and code used. It is necessary to add that Canada will have no monopoly of the market, as United States firms here are ready to quote hard wheat, Canadian as well as United States, at market rates."

Consul T. E. Heenan writes from Odessa: The year 1902 has been an extremely satisfactory one in Russia, as far as the crops are concerned. With the single exception of flaxseed, which is almost an absolute failure, the crops of the present season are the largest which this country has produced for the past ten years. The yield of barley and rye has been much above the average in quantity, though the quality of the barley is not so good. The wheat harvest is exceptionally large, and, as a rule, the quality is also good. Oats yielded largely in almost all localities, and I am informed that the weight is heavy. Corn is reported to be suffering from some sort of insect, but on the whole the crop in Bessarabia will, I believe, be an average one.



features of which were illustrated in the Grain Dealers Journal of June 10, page 518. The door is locked at one side by a laterally movable tongue pivotally secured to a plurality of movable links, one of the links being extended to form a lever to operate the device.

Martin W. Heyenga, near Emden, Ill., has been granted letters patent, No. 709,012 (see cut), on a grain elevating machine. A frame mounted on wheels carries a conveyor which is pushed into the grain contained in the body of the wagon



Public Library, Peoria, Ill.

Reducing the Fire Hazard,

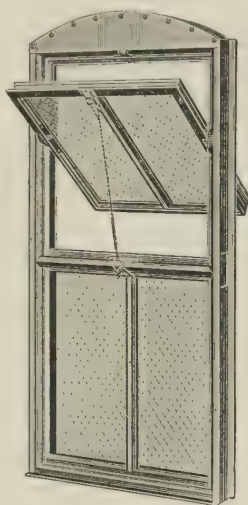
Continued heavy fire losses on all classes of risks, not excepting grain elevators, is prompting owners and builders, as well as fire underwriters to study how the fire hazards can be reduced without materially increasing the cost of construction.

Protection of exposed risks is also receiving merited attention. Fire walls are being used more extensively than ever, and even some of the cheapest of the country elevators have every window covered with heavy wire screens to keep out sparks.

The Sykes Steel Roofing Company, manufacturers of corrugated iron, steel roofing, etc., and sheet metal contractors of Chicago, have recently put on the market a fireproof window. The frame is made of either galvanized iron or copper and is hollow, allowing an air chamber on the inside. It is glazed with wired glass.

When a building stands close to another building which is on fire, the window is usually the medium through which the flames spread. The heat will crack the glass and of course leave a pathway for the flames. This wired glass, having wire netting on the inside, will not fall out, no matter to what heat it is subjected. It may crack, but will still stay in place and be as much of a fire protectant after it is cracked as before. It does

away with the necessity of shutters, is a great deal cheaper than the combined expense of wood frames and iron shutters and does not require closing of the shutters. It usually is made with a pivoted sash and the chain which holds this sash open has on the top a fusible joint, so that when a fire starts in an adjoining building, the heat will dissolve this fusible joint and the window will close automatically.



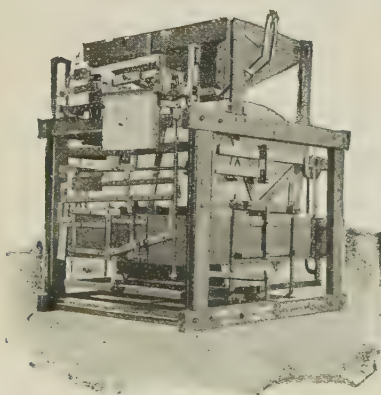
A Fireproof Window.

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If so, we beg to call your attention to our Automatic Grain Scale; the most perfect, simple and reliable automatic weighing machine on the market, free from complications and absolutely accurate, installed under a strong guarantee, in use in many of the large elevators. Can we not interest you?

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Grain, Time, Money

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1902

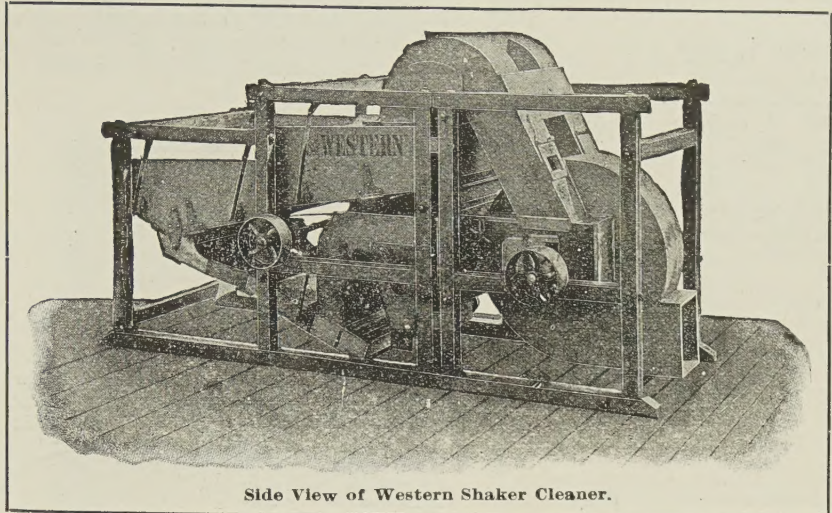
The Rock Island is not only the most direct route from Chicago, the Northwest and the Southwest, but it has the best train service.

"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

"Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



Side View of Western Shaker Cleaner.

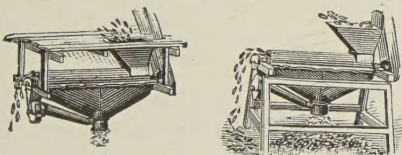
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We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.

**The Original
"TRIUMPH" Sheller**
Made of All Iron and Steel. Runs Either Way
TWO STYLES.

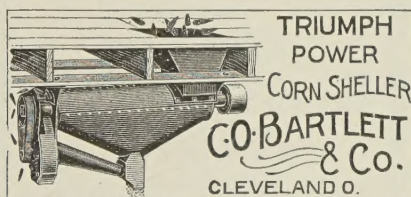


NO. 1.

NO. 2.

Shells corn either wet or dry entirely clean from the cob. Sold on a strict guarantee.

HORTON MFG. CO., Painesville, Ohio.



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CORN SHELLE

GO. BARTLETT
& Co.
CLEVELAND O.



COVER'S Dust Protectors.

Rubber Protectors, - - \$2.00
Metal " - - 1.50

Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.

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Built in Three Sizes for Both
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Has a Record of 2-120 Pound Bales
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THE OHIO HAY PRESS CO.
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68 POUND EAR CORN TABLE

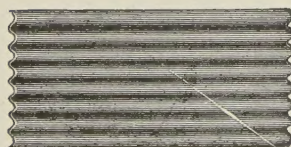
which reduces to bushels of 68 pounds each, any weight of ear corn from 100 to 6,500 pounds will be sent to anyone for 25 cents.

Subscribers to the GRAIN DEALERS JOURNAL can obtain a copy by sending 10 cents to

GRAIN DEALERS COMPANY

255 La Salle St.

CHICAGO, ILL.

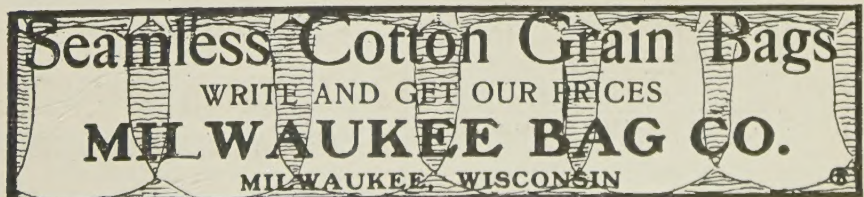


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Steel Roofing, Corrugated Iron, Etc.

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The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company's 6,300 miles of railway, exclusive of second track, connecting track or sidings, tra-

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Express Passenger Trains Fast Freight Trains Throughout	MISSOURI.	ILLINOIS.

verses eight states, which comprise a great agricultural manufacturing and mining territory.

The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address

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GREAT NORTHERN RAILWAY

The Red River Valley of Minnesota and North Dakota has well been called, "The Bread-Basket of the World."

The Great Northern Railway has four lines through the Valley and hauls more wheat from producing points than any other railway in the world. For information, rates, tickets, etc., ask any ticket agent.

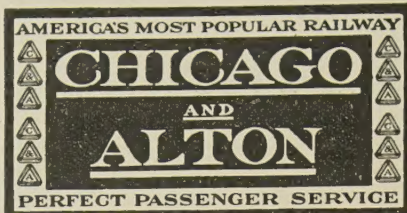
F. I. Whitney, G. P. A., C. E. Stone, Asst. G. P. A.
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LOW RATES TO THE NORTHWEST.

Commencing September 1 and continuing until October 31, 1902, second-class one-way colonist tickets will be sold by the Chicago, Milwaukee & St. Paul Railway from Chicago to all points in Montana, Idaho, Utah, California, Washington, Oregon, British Columbia and intermediate points at greatly reduced rates. Choice of routes via St. Paul or via Omaha.

The Chicago, Milwaukee & St. Paul Railway is the route of the United States Government fast mail trains between Chicago, St. Paul and Minneapolis, and of the Pioneer Limited, the famous train of the world.

All coupon ticket agents sell tickets via Chicago, Milwaukee & St. Paul Railway, or address F. A. Miller, General Passenger Agent, Chicago.



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Tuesdays of each month.

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Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions:
Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

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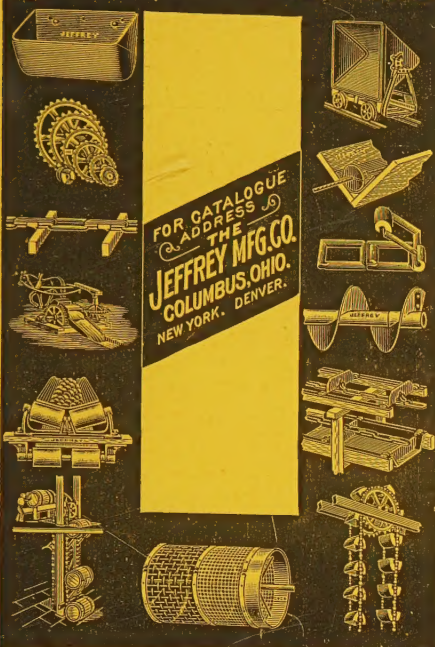
It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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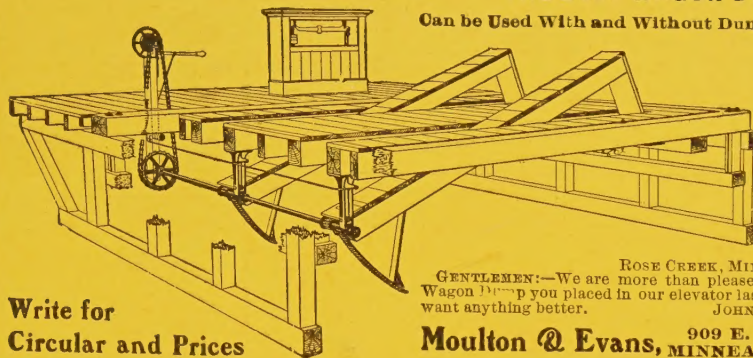
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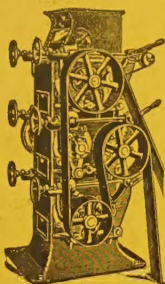
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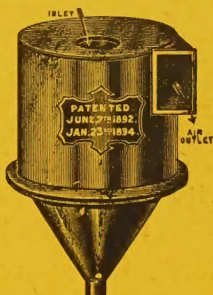
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